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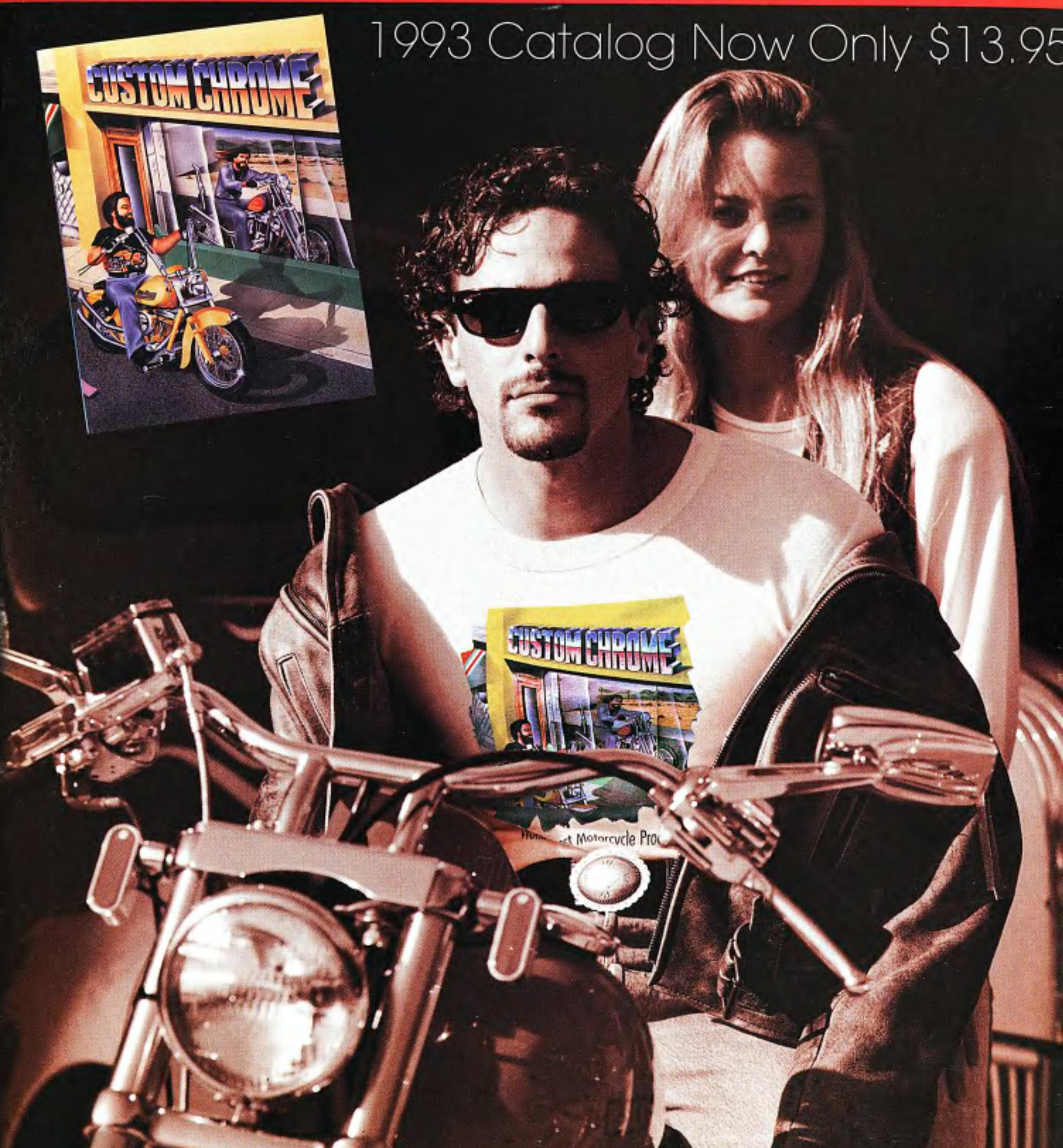

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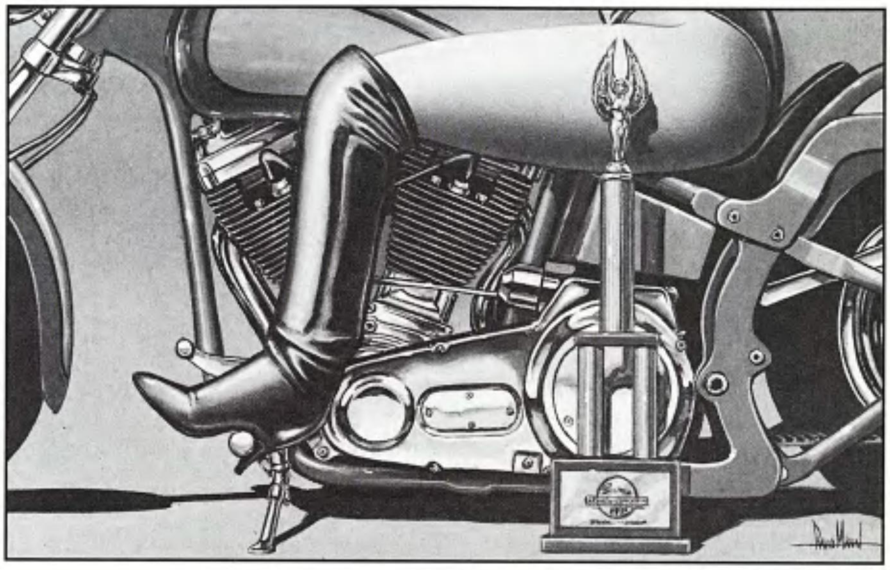
NUMBER 236 ENTERTAINMENT FOR ADULT BIKERS FEBRUARY 1993



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The next liver-quiverin' issue of this rag goes on sale January 26.

Cover photo of Dominique on James Caan's Billy Westbrook-built '88 Low Rider was by Silvermoon.

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The Audit Bureau

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I just received the following sad facts—and they make me wonder. The first sad fact is that the total sperm count in males is down by half in the last 50 years. The doctors say that it's possibly caused by pollutants. Now, in another recent research paper just issued, we are informed that the sperm count is down more during the fun season of summer than in the winter. It seems that hot weather slows down the amount of semen a guy produces and the semen is thinner in the summer. Now don't you feel well informed?

All along I thought that only bikers were treated like this, but now a tribe in New Guinea has joined the ranks. It seems that the Butua tribesman in New Guinea are the most friendless people on earth. Why? Because of their looks? Their height? What? People don't like to be around them because their beer and bean diet makes them fart a lot, and the smell will peel paint. Sorta like a good old burrito and beer fart.

I've warned you guys time and time again not to go to sleep before your ol' lady does. You never know what she'll do to you after you've closed those lids for the night. This guy's ol' lady was bitching about how much and how loudly he snored. He liked to sleep on his back, which made it even louder. She got tired of getting no sleep—she was so pissed off she got his 357 and put an end to it once and for all. Here he is, minding his own business, dreaming about making it with the hardbelly next door, and his wife sails a shell through his gourd.

I don't have to tell you how raspy women get every month. When they're in a raspy mood, it's best not to discuss things that'll make them even raspier. This dude and his ol' lady argued for hours about an old tattoo he had done years before he even met her. She didn't like seeing the other girl's name and big tattooed heart on his arm all the time, so they argued constantly. The more she drank, the shittier she got until it got to the point where she grabbed his arm and literally chewed off the tattoo. She must have gotten a couple of tendons, too, because she spit out the whole mouthful.

Speaking of raspy women, this guy put up with his wife bitching at him for over 20 years. Finally he'd had enough. He grabbed her throat to teach her some respect and—oops—he strangled her. When he went before the judge on a manslaughter charge and described all the bitching he put up with for so many years, the judge said, "You suffered, through no fault of your own, a terrible existence for a very long time," and gave him an 18-month suspended sentence for putting his wife out of her misery.

Here's another tale about a guy getting even with his wife. They got to bitching about one thing or another and he, being a fisherman, decided to go out trolling for sharks, but with his wife as bait.

You don't hear too often about the police being fair when trying to capture a guy hiding out in a darkened jewelry store, but the police in Pompano Beach, Florida, have now been authorized to use stun guns as an alternative to nightsticks to get hoodlums. But there's a catch—an officer who wants to use the stun gun has to get zapped first to know what it's like. They should feel the pain when the darts hit before they arbitrarily zap a guy merely because he looks like a hood.

I don't know if I necessarily agree with this, but I'm inclined to think I'd vote for sex. It seems that the German magazine Stern came out with an article that said that most Germans would rather have a good old brew than sex. They're a bright race, but when I hear things like this, it makes me wonder.

Boy, we're sure lucky we don't live way back in the 1920s. If you think we have a lot of weird laws now, look at these laws from the '20s. 1. No painting a horse (Vermont). 2. No exporting of ladybirds (Washington). 3. No sleeping naked on a park bench (Kansas). 4. No selling soft drinks near schools (Arkansas). 5. No sneezing on a train (West Virginia).

TAKING IT EASY

By Spider

Harley-Davidson Motor Company Announces Addition of PHD Certification to Technician Certification Programs at Motorcycle Mechanics Institute

For six years the Motorcycle Mechanics Institute, with locations in both Phoenix, AZ and Orlando, FL, has been providing dealer update training for the Harley-Davidson Motor Co. In addition the Institute has a program leading to *Factory-Trained Certification* for graduates of the course.

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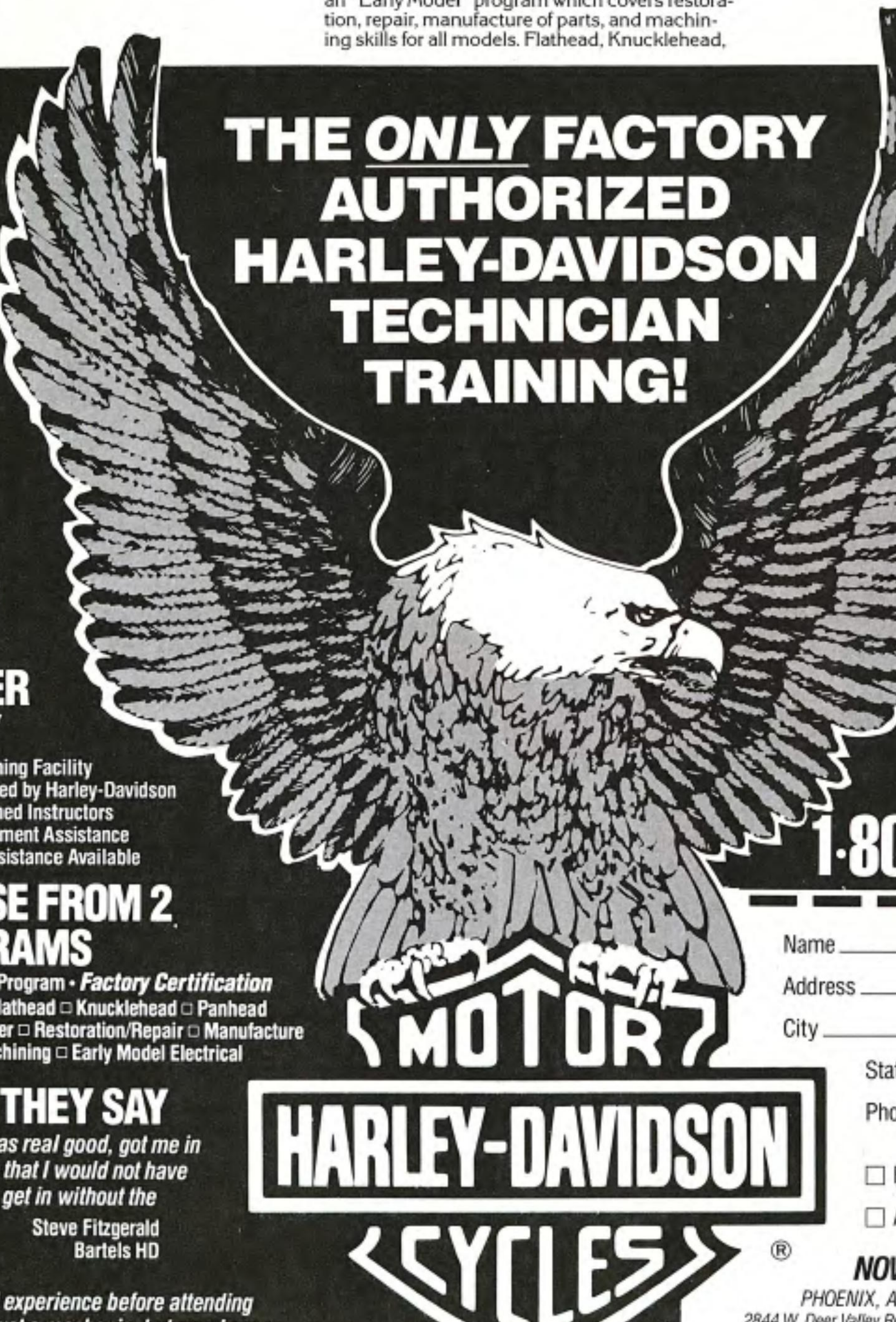

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Keith R. Ball

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Lou Kimzey

Creative Director
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Managing Editor
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Kim Peterson

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Steve Coonan • Pat Randle • Silvermoon

Contributors
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Mark Petterson • Marshall Perry

Illustrators
David Mann • George DiLucca
Jon Towle • Alan Vaughn • Michael Knepp

Advertising Director
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WORDMONGER

Insurance Question

☐ Does anyone know where I can buy insurance for an extended bike like Robert Castro's (August '92 issue)? Everyone I know has had his insurance cancelled on all chopped and/or extended fork bikes. I'm finally ready to begin building my own chopper. First helmets and now this. It's fuckin' scary, man.

Rides Alone
St. Johns, Ariz.

■ Call the Bros Club: (800) 247-6246.

Loud Pipes

☐ I came back from a truck run and read the article on loud pipes. In California riders are allowed to run the white lines. I can't hear the riceburners and don't see them until they're right next to my cab door. I know where the loud pipes are, and I know what side of the rig they're coming up on. With a 48-foot trailer and a conventional rig in front, I can take up a lot of space quick.

Mike Menoche
Lewiston, Utah

Where's Jon Towle?

☐ What did you fuckheads do? Fire Jon Towle? I haven't seen a "Nick the Dick" cartoon in the last two or three issues. That was the best part of my favorite rag.

Thunderballs
Duncan, Okla.

What? What? What?

☐ Okay, dickheads, the H-D history chart in the November issue is pretty fucked up. What the hell happened to 1980? Was that a leap year that I missed or what? How come there are no listings on the 61-cubic-inch pan? And what about the FLHTC that came out in 1984 with the Evolution motor?

What was the last year of the XLR cafe racer? You have it listed as coming out in 1976. We want to know the years that you could get Evolutions and the last year of the shovels. By your chart you can't tell because so many things are fucked up. I know there are shovels out there past '84, and I know there were Evolutions before '84. I'm pretty sure that from 1983 to 1986 there was an option of shovels or Evolutions.

Maddog Lassman
Grayling, Mich.

■ The only thing that happened in 1980 was that H-D announced an 80-inch FLT Tour Glide, which was available in late '79. Our thin, vertical line should be biased toward the right of the '79 column, rather than to the left.

The chart has no listing for the 61-inch pan because it erroneously shows the 61-inch knuckle continuing through 1953. In fact, the '61 ended in 1952, but, like the 74s, was a panhead from '48 to '52.

Even a two-page chart doesn't allow room for the alphabet soup of the Evo models, so we listed only new models—no need to repeat the FLHTC, which was also a shovel.

Contrary to our chart, the XLR Cafe Racer came out in mid-1977. H-D says it was continued through the 1978 model year.

Both H-D and Allan Girdler say the Evolution engine was introduced in model year 1984. Girdler adds that the shovel went out of production in mid-1984. Girdler's book, the *Illustrated Harley-Davidson Buyer's Guide*, seems to be out of print, but if you can find a copy it may clear up some of the questions that we can't answer in a chart.

He's Displeased

☐ You guys have featured some weird scoots over the years, but that lavender piece of shit you ran in the November issue was the most dog-ugly, chunk-spewin', sorry fuckin' excuse for a Harley I ever saw. In most parts of the country, if you ride around on something like that, you'd have every rump ranger in the state hot on your ass.

When I got to the part in the article about how the owner "picked up a sample of a fine brocade to see how it would look against the lavender," I threw up all over the mag, adding my own delicate shades of green and yellow to the purplish pastel. After that I thought it looked a lot better, but then I ain't looking for "the enhanced version of the standard rubbie bike." Puhleeze! Get your shit together!

Mark Buckner
Firestone, Colo.

Right On

☐ A big "right fuckin' on" to Milwaukee Ghost from Maryland (Nov. '92 issue). When California riders lost their freedom, I bought a Shoei 3/4 helmet for about $100 and hardly wore it. It's extra large, too big for me. It's the right color, though—black. I'll mail it free to the first Californian who sends me a $50 check made out to "ABATE of California PAC Fund." Include a copy of a "fuck you" letter to Wilson, and I'll put a bow on it.

Piper
2537 Hawkington Ct.
Santa Clara, CA 95051

Not Necessarily Illegal

☐ To "Get Over On 'Em" in the November issue: A bonnet or beanie lid is not necessarily illegal, even without the DOT sticker. If the manufacturer states that the lid you purchased

meets Federal Motor Vehicle Safety Standard No. 218 (usually with a label inside the lid), you've done your best to comply with the law. You, the cop, and the judge are not qualified to determine if the helmet really meets the standard. Some friends of mine got free help that has beaten 45 out of 45 tickets. Call (800) 540-1979 if you have received a ticket for any kind of improper lid violation, even if your lid didn't come equipped with any stickers or if a cop ripped them off.

Long Haul Paul
Cupertino, Calif.

NFIB

☐ All National Federation of Independent Business (NFIB) members in helmet law states who are bikers should demand that NFIB get involved in anti-helmet legislation. I did and got very positive results from my NFIB representative. NFIB is for our small businesses, and we are the ones who are affected when bikers don't tour by our business doors.

Richard & Donna Dupree
Snyder, Texas

A Close Look

☐ Thanks for the article about ABATE of California's press conference to announce that the motorcycle fatality rate has increased nearly 10% since the helmet law went into effect in California ("Easynews," Nov. '92).

ABATE conducted the press conference in order to counter an earlier bit of misinformation from the California Highway Patrol (CHP). You see, the CHP just couldn't wait to release the news that fatalities had decreased by 36% in the first quarter of 1992, and accidents dropped 41%.

But wait a minute! If accidents dropped more than fatalities, doesn't that mean that more riders died for the given number of accidents? Of course it does! And that's why ABATE went public to explain that "if helmets truly provided a safety benefit, then the fatality rate (ratio of bikers killed per 100 accidents) would plummet ... in fact, more died."

But wait, there's more! Following ABATE's media blitz, the Chippies apparently decided that they shouldn't be forced to endure such embarrassing chides as the TRUTH, so when they recently released their six-month statistics, they boasted a decline in motorcycle fatalities of 34%. But this time they made no mention of accident statistics! When ABATE pressed them, they said that such statistics were too difficult and expensive to produce. Basically, they told us that if we wanted the accident data, we'd have to subpoena them.

Since ABATE needs these figures to bolster our constitutional lawsuit against the helmet law, action is expected soon to force the CHP to surrender their precious statistics. It's sad, however, that the state's motorcyclists may be the ones to suffer due to this administrative power-playing.

Your tax dollars at work!

Bill Bish, Chairman
ABATE of California
North Hollywood, Calif.

Help!

☐ I've been looking all over for model kits of Harleys and can't find 'em anywhere. I prefer a Softail Classic, Fat Boy, or Wide Glide. Can anyone help? Who makes 'em? How much are they? And most important, where do I find 'em? I'd appreciate any help.

Jeremy Putnal
Carrabelle, Fla.

■ Check our catalog.

It's Legal

☐ In response to "He Won't Give Up" in the October '92 issue: Unless you're doing some unimaginable things with your *Easyriders* magazine, you should visit your legal assistance officer for advice. I buy my *Easyriders* in the PX at Fort Stewart, Georgia, so it's certainly legal to possess on post.

John H. Wormley
Midway, Ga.

Some Good Words

☐ The story *Human Enough*, by Marc Goforth, in the Sept. '92 issue was great. Let's hear more from him. What an imagination!

D. J. Northington
Little Rock, Ark.

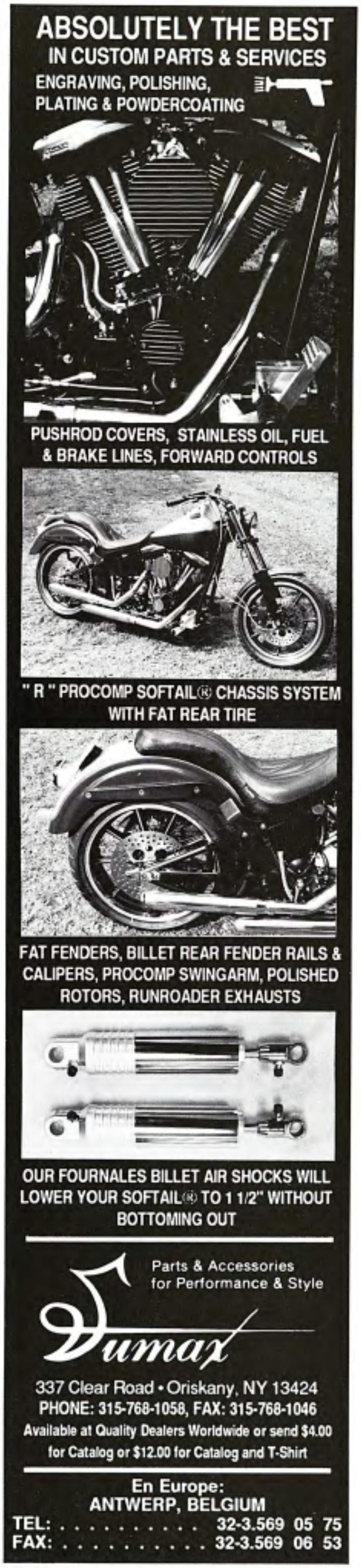
Chillicothe Rodeo

☐ I'm writing from the friendly confines of Chillicothe Correctional. During the annual *Easyriders* Rodeo, many of the bikers thought to include us in their celebration. I'd like to thank them—and extend a special thanks to the hundreds of ladies for the "entertainment" while passing by. I'm still taking cold showers after "baring" witness to days of tits and ass in the wind. So fine!

Same time, same place next year.

R. Striley
Chillicothe, Ohio

Have anything to say? Want to bug the staff about its mistakes? Want to give a well-deserved pat on the—back? Poison pen letters, threats of violence, love letters, propositions, and demands for payment may be sent to the Wordmonger, Box 3000, Agoura Hills, CA 91376-3000.



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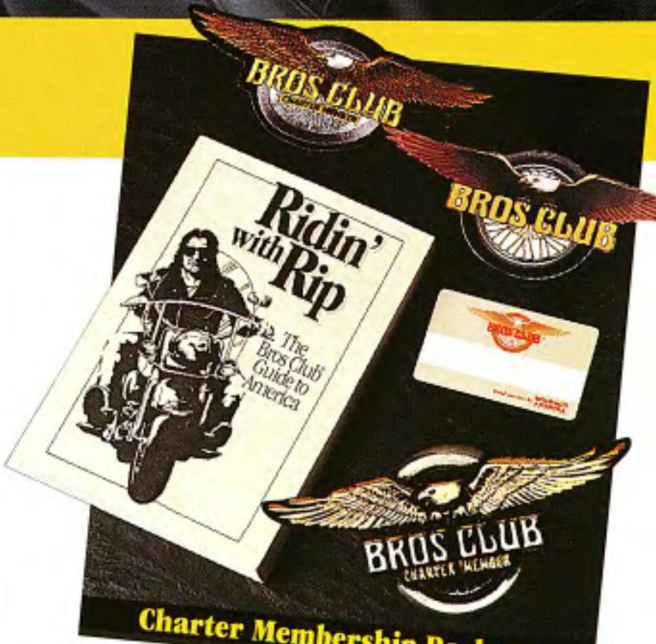

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JAKE'S DE-RAKE

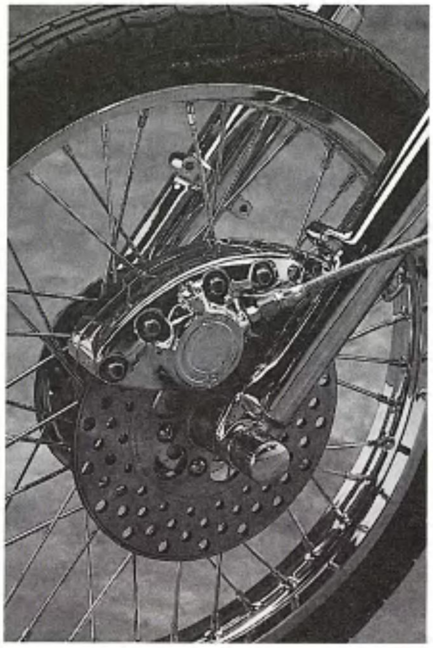
A Radical Rolling Chassis

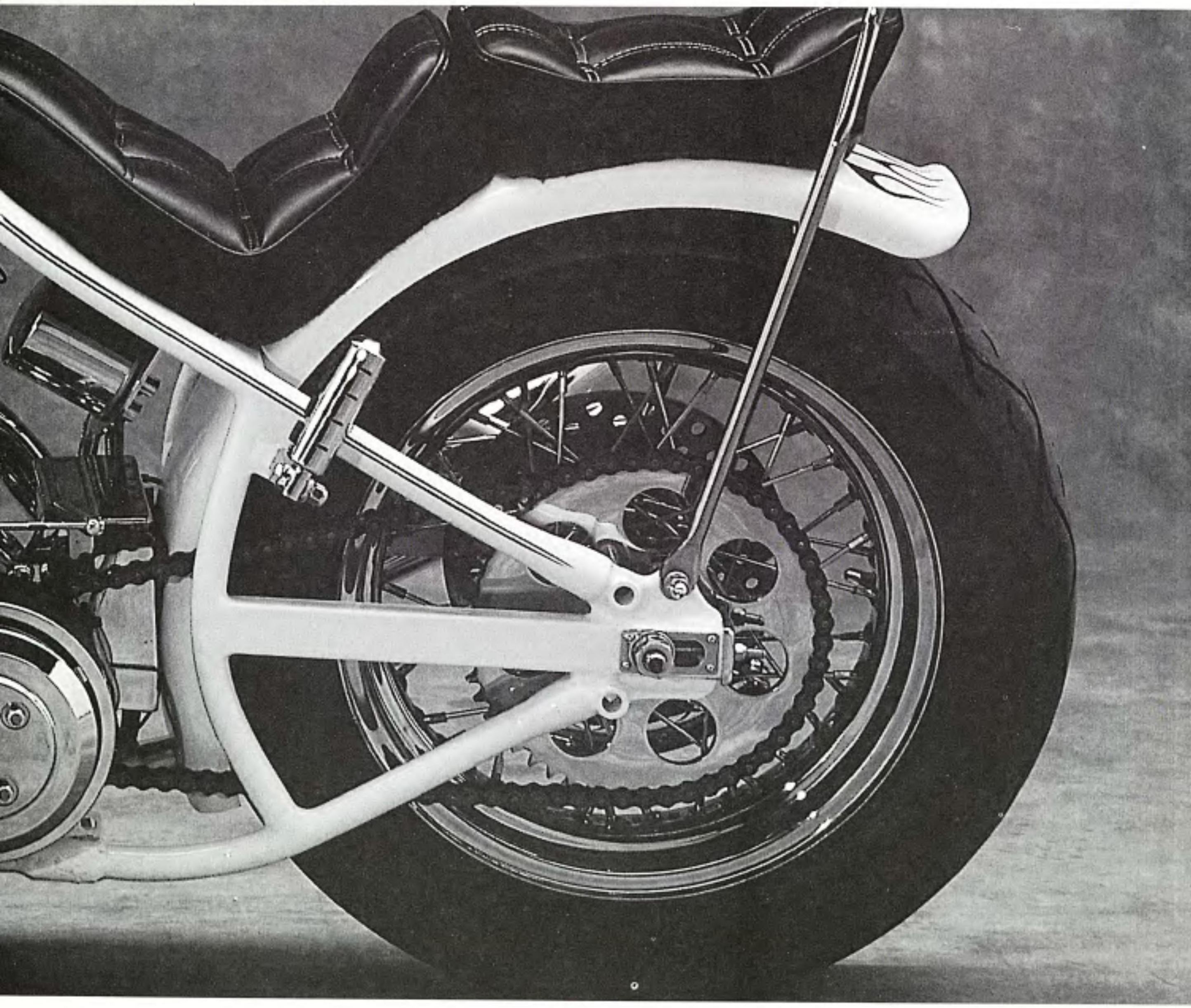
Ever since Rick Winfield and his running partner, Psycho, were old enough to score a six-pack of Clearasil, they'd fly out of the local pharmacy just in time to see the rolling thunder pass by. There was no question in either one of their minds that some day they'd be riding radical rolling chassis of their own. In those years of who could throw a baseball the fastest and a football the farthest, or bounce a lead ball off his head the most times, the only question remaining was who would—someday—have the most kick-ass chopper.

Rick will never forget that first time Psycho came rolling up on his 88-inch stroker. Rick was 18 then, and had the good sense to know

that the more beer he gave Psycho the longer he could borrow his bro's new putt without his knowing it. With the big cubes a-rumblin' and jockey shift in hand, Rick knew from the first twist of the wick that he was destined to ride. When he returned to his half-plowed bro from the extended "test putt," he knew right then that the days of who could swallow the most tadpoles without cuttin' the cheese were long gone. He had to have his own steel horse.

Rick wound up owning his fair share of two-wheel wonders over the years, including a righteous pan/shovel (de-raked) with a 12-inch over that served him well this last few. But not until his wife, Missy, announced one in the oven did he





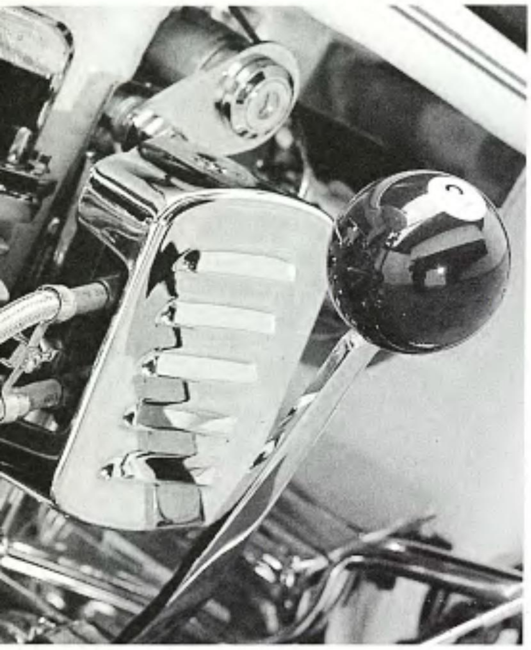
decide to build his ultimate bike. Rick had been fortunate in hooking up with a lady who not only loves getting wind-whipped but who also supports his vision of building the most outrageous, apehangin', jockey-shiftin' chopper he could create, in hopes of someday passing it on to their first born.

Without much more hesitation than a beer mug fulla tears, he parted paths with his pan/shovel to finance the building of his dream bike. Fabrication had always been Rick's primary concern and Korn's Cycle of St. Louis, Mo., proved to be his primary solution. No expense was to be spared for his first born's inheritance, and Bob Korn, owner of Korn's, took the project to heart, proud to be part of launching a family tradition of stand-up sleds.

Rick talked to Bob and his son, Rob (a true talent with hands-on assembly), about "a hardtail frame, de-raked, with 15-inch over forks, a jockey shift, and bars reaching as high as the St. Louis arches."

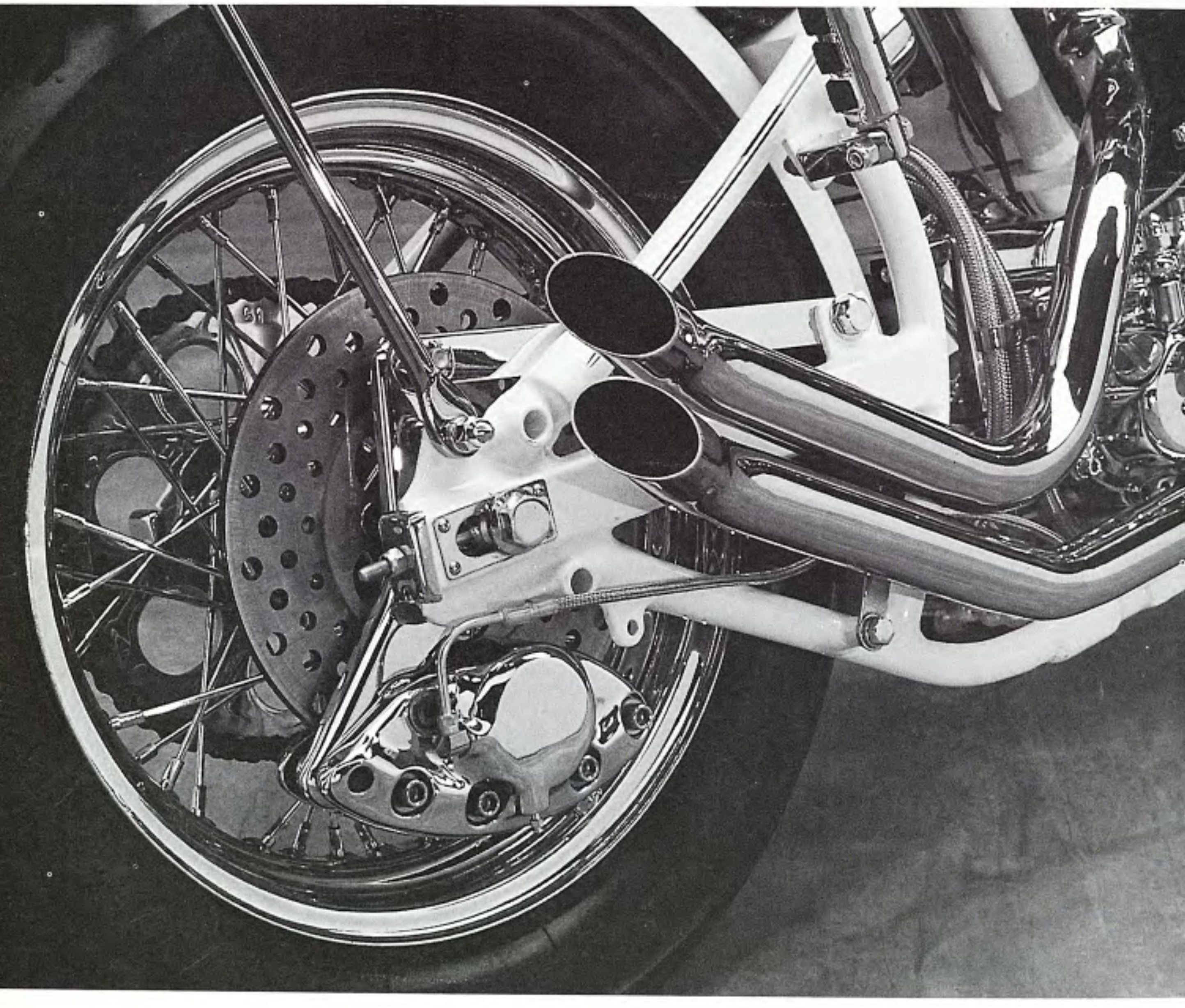
Rick also felt that to be consistent with the open, rolling frame scheme he wanted a custom-built oil tank up front to give it that gnarly, Mad Max, nitrous bottle look. Bob and his son plugged right into the vision and the radical rolling chassis, along with the next of kin to whom it would be dedicated, were both well on their way.

Havin' trashed '49 heads specially constructed back to blueprint

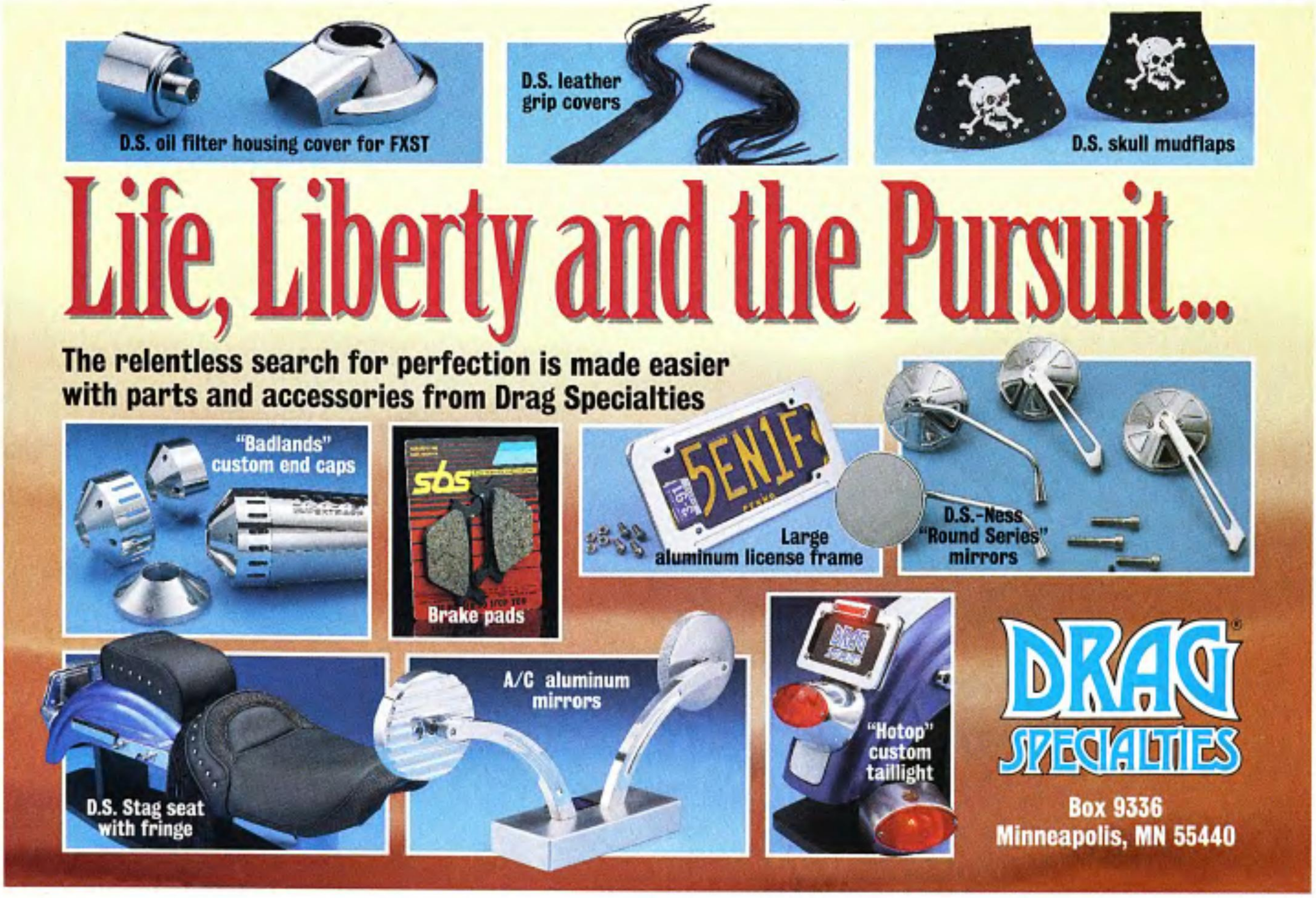


stock, havin' custom formed and fitted brackets to keep the lines simple and clean, havin' hidden the wiring to accommodate the open chassis theme, and havin' added 22-inch apehangers "that handle like a dream," it was just a matter of splashing on a Tricky Ricky vintage flame to match the killer frame.

There's plenty more to go on 'bout the bike itself, but the question that seems to stick out like a sore toe is whether Rick ended up with a scooter-ridin' baby boy or girl. Suffice to say that this chopper didn't get its name, "The Jakester," by accident. And as far as Psycho's concerned, Rick has just one more thing to bounce off his head: "Let's see you top this one, bro." —Clay Dog



Owner(s): Rick and Missy Winfield	**Engine cont.**	**Frame cont.**	**Forks cont.**
City: St. Louis, Missouri	Carb(s): Bendix	Other alterations: front mount	Builder: H-D, Korn
General	Air cleaner: Midwest	oil tank	Special features: none
Fabrication by: Korn's Cycle	Pipes: Paughco	**Accessories**	**Wheels**
Year and make: 1992 H-D	Muffler(s): pass	Bars: 22-inch apes	**Front**
Model: Special Construction panhead	**Transmission**	Risers: 4-inch	Size: 21-inch
Value: son's inheritance	Modifications: 4-speed	Fender(s): flat rear	Hub: H-D
Assembly by: Korn's Cycle	Year: 1992	Headlight: 12-volt	Rim width: 2.25-inch
Time: one year	Shifting: jockey	Taillight: Maltese Cross	Tire: Avon
Chroming by: St. Louis Plating	Engine sprocket: belt (3-in. open)	Speedo: none	Brake: disc
and John Burke	Trans sprocket: 24-tooth	Front pegs: Iso	**Rear**
Engine	Wheel sprocket: 49-tooth	Rear pegs: Iso	Size: 16-inch
Year: 1992	**Painting**	Electrics: chopper wired	Hub: H-D
Model: panhead	Molding: Tricky Ricky	Gas tank: Mustang	Rim width: 4.5-inch
Rebuilder: Bob & Rob Korn	Painter: Tricky Ricky	Oil tank: front mount/4-quart	Tire: Super Venom
Ignition: Accel	Color: white with blue flames	Oil system: late model oil pump	Brake: disc
Displacement: 74 cubic inches	Type: Imron	Primary cover: 3-inch belt	**Other special modications:**
Lower end: stock	Special paint: flamed rear fender	Seat: 2-piece	De-raked for medium turning radius and
Balancing: Bob Korn	**Frame**	Sissybar: gotta have	maximum looks, custom-built oil tank,
Pistons: stock	Year: 1992	Height: 22 inches	and hidden wiring. I'd like to thank every-
Cases: STD	Builder: W.W.	Material: chromed tubing	one involved in this project: Bob and Rob
Heads: 1949	Type: stretch custom hardtail	**Forks**	Korn, Tricky Ricky, and, especially, my
Cam: B-grind	Rake: de-raked to 29 degrees	Type: wide glide	wife, Missy, and son, Jake.
Lifters: solid	Stretch: a lot	Extension: 15-inch over	**Photos:** Steve Coonan



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Easynews

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MRF's Meeting of the Minds

Eighth Year And Better

Photo: Chuck Emery

Paul Vestal, president of the MRF, at the Meeting Of The Minds.

When you've got a tough fight going, two things help a lot. First, advice from the guys who've been there before. Second, inside info on how the enemy operates. State bikers' rights activists get these things from the Motorcycle Riders Foundation's (MRF) annual Meeting of the Minds (MOTM).

Take last September, when the MRF recruited Diane Wigle and Dr. Mark Edwards, both from the National Highway Traffic Safety Administration (NHTSA), to address the 8th MOTM in Columbus, Ohio. Wigle reviewed the federal grants for highway safety that NHTSA passes out, explaining how state ABATE organizations might get their hands on some of it for rider education programs, or for programs to educate the public about how to get along with motorcycles.

In this respect, the apparent enemy—that is, NHTSA—turns out not to be such an enemy at all. Rather, NHTSA, like all government agencies, responds to public (and political) pressure. Let them know what you want and they might give it to you.

Dr. Edwards likewise showed that NHTSA can be a friend. He reviewed the way NHTSA gathers and analyzes accident statistics, then went the extra mile by explaining the weaknesses in the system, and the faults in the statistical analyses and reports. In other words, he told bikers how and why the government figures don't prove the case for helmets—and he did it in front of a whole roomful of people.

Sounds encouraging, and this is what the MRF means by "Meeting of the Minds": getting both sides of helmet and highway safety questions together. It doesn't mean they will always agree, but it does show the rights organizations what they have to argue against, and it shows the government side that their proposals and regulations have political dimensions that can't be ignored.

Meeting of (opposing) minds is only one part of MOTM. Another part consists of the old hands advising the newcomers on tactics and strategy. For example, in this 8th MOTM, Jim Lombardo (ABATE of Calif.) and Greig Perkins (United Bikers of Maine) presented their respective approaches to grassroots lobbying. To complement that, Robert Hall, a former legislative assistant to Senator Sam Nunn, gave an intensive review of the procedures of the U.S. Senate. The Senate, like any legislative body, has to operate by tight rules to avoid turning into a riot, and Hall explained the fine points that assure bikers' access to senatorial proceedings.

Richard Paukner, an accountant (Connecticut Motorcycle Riders Association), took up the mundane, but crucial, subject of how a nonprofit organization has to keep its books to keep the IRS off their backs. These and other presentations provided a condensed education to several hundred bikers' rights people from across the country.

A third function of MOTM is to give bikers' rights people a chance to complain about things that need fixing. For example, early in '92, the Motorcycle Safety Foundation (MSF) distributed a "public service" video that showed a headless body riding a bike while a grave voice intoned that some people ride as if "they have nothing to lose." Following this compliment to bare-headed riders, the video showed a helmet falling miraculously out of nowhere, and proceeded to create the impression that people with their heads on right always wear helmets.

The MSF turned this video over to a distribution company which, logically enough, passed it out to TV stations in three states that don't have helmet laws: Illinois, Iowa, and Colorado. This restricted distribution meant that riders in the rest of the country didn't know about the video.

Todd Vandermyde, of ABATE of Illinois, felt that the video undercut ABATE's efforts to beat mandatory helmet laws. He raised the issue at MOTM, bikers from elsewhere got a chance to see the video, and they didn't like it any better. Since the MSF had a representative at MOTM, the bikers were able to get an immediate response to their objections. The MSF apologized for poor judgement, said they had tried to get the video pulled out of the distribution system (but were unable to do so), and said they'd get advice from bikers before they released any more videos.

That's progress, and it shows organized bikers exerting an influence on the things that affect them, especially on a national basis. Of course, that's what the MRF exists to do, with the annual Meeting of the Minds providing lessons and examples.

—Maestro

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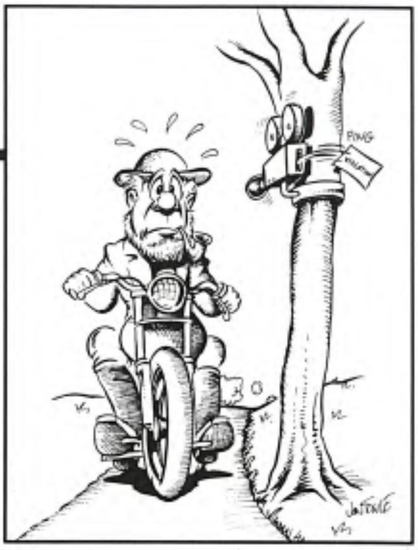
OVER THERE
Good And Bad News



Irish riders recently got a break: The government now allows a speed limit of 70 mph on some roads. The bad news: The government is setting up roadside cameras to catch speeders.

Ireland recently voted in favor of the Maastricht Treaty, i.e., the European Community (EC), which means the Irish public has bought into the EC plans to ban all motorcycles over 12 years old, impose noise limits on new ones, and generally regulate riders off the road.

This makes us wonder about the other news from Ireland: Irish bros are raising a big bitch about a television commercial by the Shell Oil Company. In the commercial, a bunch of slob bikers roll into a Shell station to get some Shell Advanced Fuel. One rider asks, "What's so 'advanced' about it?" The attendant says the gas has detergents that clean your engine. At the very utterance of the word "clean," the slob bikers leave the station in horror.

The commercial offended the Irish Bikers Action Group. They complained to the Advertising Standards Authority for Ireland (ASAI). The ASAI replied sympathetically, and said they would pursue the villainous Shell through the European Advertising Standards Authority (EASA), an outfit operating in the shade of the EC umbrella. ASAI reckons they and the EASA will chasten Shell Oil properly for its misrepresentation of the "average (?) motorcyclist."

It doesn't sound good: Bikers feel insulted and appeal to the government for comfort over something that in no way threatens the right to ride free. But if bikers say the government should harass Shell because they feel insulted, doesn't that amount to saying that the government can impose noise limits to satisfy people who don't like loud pipes?

Watch out for the whore who will empty your wallet while you're asleep. Keep an eye on your purpose, bros, and know the enemy. Whatever the Shell people are doing, at least they aren't promoting helmets, leg guards, fluorescent coveralls, and all that crap.

—Spam

VIETNAM VETS STATUE
Is Private Property

Remember the promotion that went into raising money for the *Three Man Statue* at the Vietnam Veterans Memorial? Much was made of the fact that the statue would include a Black and Hispanic, along with a White, and would thereby belong to "all Americans," etc., etc. Send money.

In addition, you may recall that a prominent war protester, Fred Hart, was hired to cast the statue and paid around $300,000 by the Vietnam Memorial Fund, currently headed by Jan Scruggs. After all that public money, though, a federal court has ruled that the statue is the private property of Hart and the Fund, and neither a veteran's group such as Homecoming II nor a publication such as *U.S. Veterans News* can put a picture of the statue on a T-shirt.

If you don't think that's what you fought for, or donated to, write Ted Sampley, editor of *U.S. Veterans News,* Box 1713, Kingston, NC, (919) 527-8079. Tell him what you think and ask what you can do about it.

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Now You (Don't)
See/Hear It

Being a devoted, law-abiding citizen and rider, Bill Elkins, of Southern California, got himself a nice, lightweight Nazi-style helmet so he could comply with the new California helmet law. It didn't work, though. The Man gave him a ticket, anyway.

That pissed off Elkins' ol' lady, Shiloh, real bad. So much so, in fact, that she is currently mounting a massive challenge to the helmet law. She reckons to haul it all the way to the state Supreme Court and beyond, if she has to. In the process of building her arguments, Shiloh sent Elkins to a speech and hearing center to have his hearing tested, with and without a helmet. While she was at it, she also sent him to an optometrist to see what effect a standard helmet had on vision.

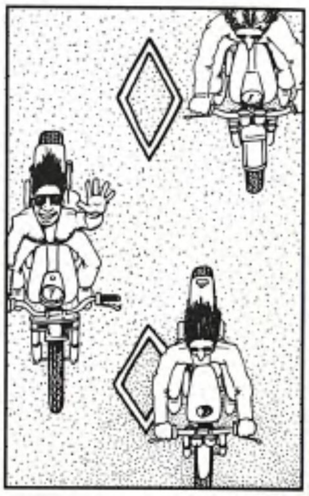
The audiologist at the hearing center reported that with a helmet, Elkins experienced a 35 to 45 decibel hearing loss at 4000 Hertz and above. This loss, coupled with traffic and wind noise, the audiologist said, "could possibly place the patient at some risk."

The optometrist got similar results. On a Kowa "field scatter" test and using his right eye, Elkins missed two out of 79 points without a helmet, and 13 out of 79 with a helmet. His left eye missed one of the 79 bare-headed, and 22 with a helmet. The optometrist generalized the results as a 22 percent loss of visual field perception.

The next time somebody tells you that a helmet doesn't affect hearing or vision, challenge them to take the tests.

—Toejam

All Riders . . .
Now HOV Privileges



Among its many horrors, the highway bill of 1991 did have one bright spot: it mandated that motorcycles could use high-occupancy-vehicle (HOV) lanes. Most states already allowed that, and the highway bill pushed the last two holdouts, Texas and Virginia, to allow bikes on the HOV lanes.

Some of Big Brother's disciples don't like that, and the complaint reported from Houston, Texas, is that letting bikes on the HOV lanes defeats the whole purpose of HOV lanes in the first place. That is, the reason for having HOV lanes at all is to get people to use mass transit.

In other words, bros, national transportation policy has nothing to do with letting vehicles move freely or efficiently. The purpose is to get everybody shut up in little boxes and behave themselves like good little drones. Keep this in mind when you hear something coming out of the federal Department of Transportation.

—Scrapple

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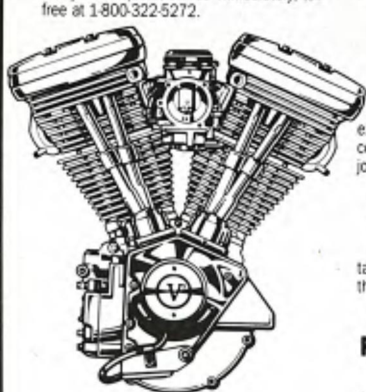

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Short Strokes
The Bizarre And The Beautiful

Let's start with the bizarre. I've been having an ongoing discussion with J.J. Solari, the guru of the known but unspoken. I ran this question past him and the other members of the staff. Now it's time to lay it on you. The question came up while we were discussing all the ways The Man has got you and will punish you if you're even arrested. Even if you're innocent, they can take your license, car, home, and bank accounts. So the question is: "If our society becomes so legislated that no one can do anything wrong without being caught, what will happen?" Think about it....**Researchers estimate that 93,000 people die annually from medical negligence.** If you add deaths caused by misdiagnoses, it jumps to 200,000 annually.... **Here's hope.** Nearly 5,000 British prostitutes have supported a right's group of their own. Called OffPro, it's designed to impose a code of ethics and self-regulate the brothel industry. If you get ripped off or infected they'll help....**Here's a good point** Mira brought to light in the FORR-Missouri newsletter: Why do politicians oppose term limits? Because unemployment doesn't pay $150,000 a year and expenses....**More trouble for rider education:** Illinois Governor Jim Edgar vetoed a bill that would have prevented the state from grabbing rider education funds to use for other purposes. This adds one more to the list of states that are taking money from rider education and spending it somewhere else....**The marvel of gun control became evident** last year when Canadian homicides jumped 15%. Deaths due to handguns doubled....**The Sturgis controversy continues** to grow with the consortium changing the date for the '93 Rally. They've changed it from the first week in August to the second, August 9-15....**On an encouraging note**, a Vietnam vet who came home paralyzed from the neck down recently opened up a barbecue stand. Twenty-three years ago, during combat, Gary Blankenship approached the edge of a river bank. It gave way, and he broke his neck in the fall. He's gone through hell since then, but has always had a good attitude and maintained that, "God picked me to be a quadriplegic, and I've decided to be good at it." He has. Gary opened up his restaurant with the help of his bro, Patrick....That's it—let's ride.

—Bandit

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Bros Club News

Darrin Knudsvig, Williston, North Dakota

Darrin Knudsvig, native to the flatter, chillier northwest corner of North Dakota, will be the first to tell you that folks in this neck of the map do more than just your everyday farming and picking fleas off buffalo. Other than boasting some fairly consistant crops, not to mention some of the finest pheasant hunting around, one of the best things about upper North Dakota is firing up your scoot and heading south out of town. As Darrin and his dozen or so bros blaze the dusty breeze down highway(s) 2 and 85 south, flat praire land gradually ripples and folds into wooded hillsides, mountains, and canyons that only two-wheel freedom can do justice.

'Course, on Independence Day, when the North Dakota countryside is overrun by the annual bumper-to-bumper tourists on their annual stampede to Teddy Roosevelt Park, Darrin hightails it in the opposite direction for some weekend-long partying at Blacktail Dam. Located just 22 miles due north of Williston, the remoteness of the dam keeps Darrin and his scooter-ridin' brothers and sisters coming back every 4th of July weekend. In the daytime there's always plenty of water skiing, inner tubing, walleye fishing, and cornfed beef cooking going on. And come nightfall, it's time for bull-shootin' around the campfire, scopin' out the distant fireworks, and just kicking back and stargazing in the coolness of the night air and the solitude of the outdoors beside your favorite sweetheart.

Bikers armed with fishing rods should know that, although your basic earth worms, minnows, and artificial lures work pretty well on Blacktail Dam's healthier walleye, perch, or northern, sometimes the only thing you can snag all weekend long is a couple of your bros' Hostess Ding Dongs.

After 15 years of riding and wrenching (by trade), Darrin was glad to grab hold of the Bro's Club Book—*Ridin' With Rip*. He saw it as a handy cross-country travel guide, "custom-made for bikers."

After a little more wrenchin' on his own ride, Darrin plans to take his lady, Andi, 'cross the states. And as a Bros Club member, Darrin says, "I don't have to waste any time, gas, or cash looking for the best spots to meet up with other bros." It also goes without saying that no matter what part of the nation he happens to be in, if the shit hits the fan, there's always a bro nearby to lend a hand.

Thanks, Darrin, for sending us the word.

—Clay Dog

Photo: Darrin Knudsvig

WHAT'S HAPPENIN'

Here's your guide to what's happenin' in your area in January, February, and March.

To have your events listed, get the information to us at least three months in advance. We are as accurate as possible, but event dates are often changed after publication—so check with the sponsors before you putt across the state or country. Send your information to: What's Happenin', Box 3000, Agoura Hills, CA 91376-3000.

Alabama
H.O.G. SUNDAY RIDE—Second Sunday of every month. Meet at Price's Donuts in Montgomery. For more info call (205) 285-9478.

Arkansas
7TH ANNUAL BIKE SHOW & SWAP MEET—February 21 in the Hall of Industry at the State Fairgrounds in Little Rock. For more info call: (501) 942-7553.

California
EASYRIDERS REGIONAL BIKE & TATTOO SHOW— March 5-7 at the Solano County Fairgrounds in Vallejo. Bands, bikes, Tattoo Show, tattoo artists, fashion show, vendors, food, beer, and more. For more info call (818) 889-8740. To enter your bike or tattoo ask for Lynn.

18TH ANNUAL THREE FLAGS CLASSIC—To enter, your $110 entry fee must be in by January 23. The event begins September 3, 1993, in Juarez, Mexico (El Paso area) and ends September 6 in Canada (So. Alberta). For more info call (714) 879-9432 or send entry fee to: 1993 Three Flags Classic, 21213-b Hawthorne Blvd. Suite 5391, Torrance, CA 90509.

Colorado
15TH ANNUAL MOTORCYCLE SHOW & SWAP MEET—February 6-7 at the Western Stock Show Complex in Denver. For more info call (719) 836-2403.

Florida
3RD ANNUAL BIRTHDAY BASH—February 6 at the White Tiger Emporium in Hudson. Tattoos, beer, food, bike show, games, tattoo contest, and more. For more info call (813) 857-0200.

FREE PIG ROAST—3rd Saturday of every month at the Vanishing Point Bar in Tampa. For more info write: Vanishing Point Bar, 4202 West Cayuga St., Tampa, FL 33614.

FREE BIKER BBQ—1st Sunday of every month at the Foxhead Lounge on Rt. 415 in Osteen. For more info call Glen or Pat at (407) 321-2399.

FREE BBQ—4th Sunday of every month at the Squeeze In Pub, located south of Daytona on U.S. 1 and Port Orange. For more info call (904) 760-2564.

Illinois
7TH ANNUAL MOTORCYCLE PARTS EXTRAVAGANZA—January 24 at the Belle-Clair County Fairgrounds in Belleville. For more info call (319) 462-6011.

J&P'S 9TH ANNUAL MOTORCYCLE SWAP MEET & BIKE SHOW—March 14 at McCormick's Place in Chicago. For more info call: (319) 462-6011.

Iowa
13TH ANNUAL MOTORCYCLE PARTS EXTRAVAGANZA—January 17, at the Downtown River Center in Davenport. For more info call (319) 462-6011.

Louisana
SWAP MEET AND MOTORCYCLE DISPLAY—February 14, at the Spencer Iowa National Guard Armory. Vendor space available. For more info call (712) 262-8910, (712) 262-4872 or (712) 933-2363.

MARDI GRAS SWAP '93—February 19-21, at the Sheraton Inn Airport on Veterans Memorial Blvd. Food, beer, and much more. For more info call (504) 467-3111 (Security code #1244).

Michigan
CUSTOM BIKE SHOW—January 16-17 at the Saginaw Civic Center in Saginaw. No entry fee, live bands, swimsuit show, beer garden, food, tattooists, and more. Over $3,000 paid to bike show participants. For more info call (800) 798-4578.

Minnesota
6TH ANNUAL PARTS EXTRAVAGANZA & BIKE SHOW—March 7 at the St. Paul Civic Center, Roy Wilkins Auditorium.

Montana
9TH ANNUAL NEW YEAR'S DAY RUN—January 1. Riders will meet at the Circle Square on North Higgins in Missoula at noon and leave for Harold's Club in Bonner. Champagne, food and music will be provided. A small donation is expected. For more info call (406) 273-2580, or (406) 721-3937.

New Jersey
2-WHEEL CONVENTION—January 15-17 at the Budget Motor Lodge in Woodbridge. Sponsored by Union/Middlesex Chapter of Jersey ABATE. For more info call (908) 549-1990.

New York
3RD ANNUAL AM-JAM—January 23 at the New Scotland Ave. Armory in Albany. Custom bike show, trophies, swap meet, beer, food, bands, and more. Admission: $6. Free admission with bike entry. For info call: (518) 346-0521.

Ohio
5TH ANNUAL MOTORCYCLE PARTS EXTRAVAGANZA—January 17 at the Toledo Sports Arena in downtown Toledo. For more info call (319) 462-6011.

5TH ANNUAL *EASYRIDERS* INVITATIONAL BIKE & TATTOO SHOW—February 19-21 at the Veterans Memorial Hall in Columbus. Bands, bikes, Tattoo Show, fashion show, vendors, food, beer, and more. For more info call: (818) 889-8740. To enter your bike or tattoo ask for Lynn or Susan.

Pennsylvania
ABATE STATE POOL TOURNAMENT—February 27 in Milesburg. For more info call (717) 234-3777.

Texas
5TH ANNUAL HARLEY-DAVIDSON EXPO SHOW—January 3 at the Arlington Texas Convention Center. Doors open at 10 a.m. Admission: $6. Children under 12 free. For more info call (214) 216-5520.

2ND ANNUAL HARLEY-DAVIDSON EXPO SHOW & SWAP MEET—February 7, at the Waco Texas Convention Center in Waco. Hours: 10 a.m. - 5 p.m. For more info call: (214) 216-5520.

13TH ANNUAL H-D SWAP MEET & AMA PRE-DAYTONA 1/2-MILE RACES—February 21 at Devils Bowl Speedway in Dallas (Mesquite). Gates open at 9 a.m. Races start at 2 p.m. Admission:$10/adults. Vendor spaces are free. For more info call (214) 216-5520.

Wisconsin
THE SEA OF BLUE TATTOO SHOW—January 30-31 at the La Crosse Center in La Crosse. For more info call: (608) 857-3100.

MIDWEST BIKER GIANT MOTORCYCLE SWAP MEET—January 3 at the Riverside Ballroom in Green Bay. Vendor spots: $20. For info call (414) 725-BIKE.

11TH ANNUAL MILWAUKEE MOTORCYCLE PARTS EXTRAVAGANZA & BIKE SHOW—January 31 at the Mecca Convention Center in Milwaukee. For more info call (319) 462-6011.

MOTORCYCLE SWAP MEET—February 14 at the Downtown Civic Center in Eau Claire. Beer and food available on premises. Vendor and bike spaces available. For more info call (715) 834-8389.

MIDWEST BIKER GIANT MOTORCYCLE SWAP MEET—March 28 at the Riverside Ballroom in Green Bay. Vendor spots: $20. For more info call (414) 725-BIKE.

PASSIN' GAS

Rippin' Off Some Good Ones

Face it—everybody can use a good laugh now and then. That ain't to say yer gonna find one on these pages, but whatdafuck, we hadda fill the space somehow, and yer at least bound to run into a gut-grabbin' groaner or two—and they're almost as good. Think ya can do better? Prove it. Whip out yer best stuff (not your meat!) and slip it to us. We'll pay $40 in hard, American cash for every knee-slappin' newie or moldy oldie that we print. Sorry, but contributions can be neither acknowledged nor returned. Send yer smilers to: Jokes, Box 3000, Agoura Hills, CA 91376-3000.

After only one beer, the graybeard biker told the barkeep he had to go home and use his outhouse because he took salts.

"Hey, no need to leave," said the bartender. "You can use our john." So the old-timer gratefully visited the head and was soon back at the bar, happily ordering another brew.

Soon the bartender had to take a leak, and he couldn't believe his eyes when he opened the door to the men's room—the floor, walls, and ceiling were all completely covered with shit! He rushed back out to the bar and asked the old dude, "Holy fuck, buddy, just what kinda salts do you take, anyway?"

"Somersaults," answered the graybeard.

—Al Troxler
Greensboro, N.C.

A scooter tramp walks into a pharmacy and asks to see some rubbers. The druggist hauls 'em out, saying, "We have nipple-ended, blunt-tipped, ribbed, colored, glow-in-the-dark, you name it. What kind do you want?"

"I want some with insecticidal tips," says the bro.

The druggist frowns. "I've never heard of those—but I do have some with spermicidal tips," he says.

"Naw, they gotta have insecticidal tips," insists the biker.

"Why?" asks the confused druggist. "What could you possibly need insecticidal tips for?"

"'Cause my ol' lady's had a bug up her ass for two days," says the tramp, "and I'm goin' after it."

—Dr. Strangelove
Duryea, Pa.

"I'll have you fixed up in no time. Your problem is just a bad set of points."

"That reminds me—I haven't paid the rent this month yet."

How can ya tell if yer ol' lady's been usin' cucumbers a lot?

When her salad comes, so does she.

—The Midget
Stayin' Strong

How many Japanese does it take to change a light bulb?

Three—one to steal the idea, and two to do it.

—Kelly Stevens
Denver, Colo.

The biker and the cowboy had both been sentenced to Death Row, and they were scheduled to be executed one right after the other.

The big day to ride Old Sparky finally arrived, and the warden asked the cowboy what his final request was. The cowboy replied, "I just want to hear 'Achy Breaky Heart' one last time."

The warden then turned to the biker and asked what his final request would be. "That you kill me first," said the bro.

—Hooter
Lancaster, Ohio

"What about all the freebies I gave away?"

What did the biker chick tell her daughter as she was leaving on her first date?

"If you're not in bed by 11 . . . come home."

—R.G. Jacob
Tempe, Ariz.

Bros, what's the first thing you should do before you take a wife?

Check to make sure her ol' man ain't home.

—Brazell
Atop Old Smoky

Why did Big Pete buy his ol' lady fishnet stockings?
'Cause she had crabs.

—KP
Kingsland, Ga.

Topping the best-seller list this winter is a novel about two ex-cons: one of them is studying to become a lawyer, and the other has decided to go straight.

—Fat Boy
Rockies

"I think you're wasting your time—Arrg has just invented something more interesting."

Then there was the prospect who bought an AM radio—it took him a month to figure out he could play it at night.

—Kippy
The Hole

Why is a laundromat a bad place to meet chicks?
A woman who can't even afford a washing machine will never be able to support ya.

—Bert
Sesame Street

INVISIBLE MAN LOOKING FOR A LITTLE ACTION

Definition of *born loser*: someone who goes out on a blind date and gets introduced to his mother-in-law.

—Lee
Blowhole, Pa.

In the middle of cleaning up the house one afternoon, Wrench's ol' lady suddenly began to feel hornier'n hell. Unfortunately, Wrench wouldn't get home from the shop for another 45 minutes, so she settled for pulling up her skirt and giving herself a finger job while sitting on the living room floor.

Before long, she was going at it full-blast, and when Wrench walked in the door, she was writhing and moaning and scooting all over the carpet.

Wrench glanced at her, grabbed a cold beer out of the fridge, and said, "Honey, after you're through vacuuming the floor, how about getting started on some dinner?"

—Big John
On Top

Three bikers' ol' ladies were discussing the off-the-wall things their men did in the middle of the night while sound asleep and dreaming. The first told of the time she woke up to find her ol' man repeatedly pressing her bellybutton as if it were the electric starter on his putt.

"Oh, hell, that's nothin'," said the second. "I woke up one night with my ol' man straddling my waist, squeezing my tits and hollering at me to turn right."

"Well, listen to what my ol' man did," said the third. "He woke me up last night with my legs spread wide apart, squeezing my snatch, and mumbling to himself, 'Jeeze, how the fuck am I ever gonna fix this flat?'"

—Wayne
Due North

A Texan, a Cuban, and a biker went out to dinner. When the waitress came to the table, she informed them, "Excuse me, but because of a shortage, we're out of meat."

The Texan asked, "What's a 'shortage'?"

The Cuban asked, "What's 'meat'?"

The biker asked, "What's 'excuse me'?"

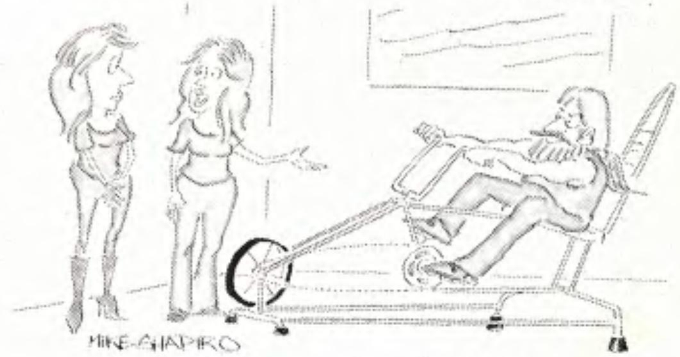
—Tina
Wilson, N.Y.

In traffic school, a police officer is giving a lecture on the necessity of safety belts: "Here are some pictures of an accident where the people weren't buckled up—look at that mess! Now here are some pictures of another accident, where the people were using their seat belts, and look at them—they're sitting there, just like they were still alive!"

—Zuev
Reno, Nev.

Once again, *Playboy* has announced it's coming out with a new magazine targeted specifically at married men. After you pay your money for a subscription, you get the same centerfold every month; then after a while, it doesn't come when it should; and then later on, you don't even get it at all anymore.

—Mrs. B
Medford, Ore.



"Bob is the only guy I know with an exercise chopper."

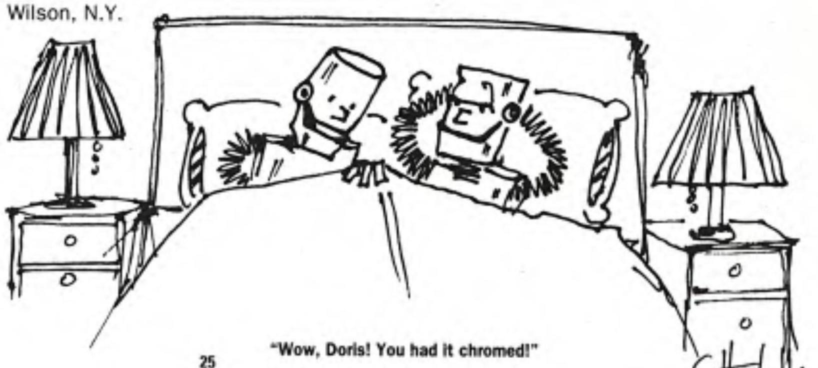
What's the main difference between a chick and a Harley?

If you throw enough money at a Harley, you can eventually fix it.

—Yetay
Millington, Ill.

After his divorce, Panhead Pete came to realize that poker isn't the only game that starts with holding hands and ends with a staggering financial loss.

—Glasscutter
Cornered Inn



"Wow, Doris! You had it chromed!"

HALL O' FAME

For Brothers and Sisters Who Stand Out In a Crowd

Local Bikers
Emo, Ontario

The local Fourth Annual Toys for Tots run almost found its demise before it got off the ground in St. Francis, Ontario, Canada, last July. The reason? Several outraged citizens grouped together and tried to prevent these bikers from doing a good thing.

But thanks to two local gentlemen, George and Larry Armstrong, who graciously donated the use of their sawmill for the occasion (thereby standing up against the "moral" majority), and a group of perservering scooter tramps, more than 120 toys were handed to the Salvation Army and then distributed to needy children throughout the district.

Local newspapers served up some positive publicity about the Toys for Tots run, so, hopefully, next year they won't encounter the same problem.

—from Sherri Gushulak

Photo: Sherri Gushulak

Patriots MC
Northern California

The Patriots MC was basically formed as a veterans-oriented motorcycle club, originally named American Vet MC. Due to the dedication of and support from nonvet individuals, the club was reorganized and the name was changed to accept nonveterans as club members. The Patriots MC supports most veteran activities and charitable fund drives, hospices, toy runs, etc.

The primary purpose of their "Summer's End" run is to raise money for their Thanksgiving weekend run to the Palo Alto Veterans Hospital Spinal Ward. There they have a raffle and play bingo. Prizes are then distributed to the outpatients. They also have a barbecue and a bike show for the patients.

The disabled vets greatly appreciate the time and effort the Patriots MC members devote to them. And the disabled vets deserve every bit of it, for the high price they paid to defend our country.

—Wino Joe

Photo: Wino Joe

Shack O' Shame

Blue Cross/Blue Shield Insurance
Chicago, Illinois

The fight is getting tougher, if not sillier. Now even insurance companies are taking physical steps in order to get involved in the ongoing struggle over the helmet law. Take Blue Cross/Blue Shield of Illinois, for instance: They launched a "Play Like a Pro—Wear a Helmet" campaign at a recent rally in Chicago's Lincoln Park.

But mind you: This rally was seen as the highlight of Chicago's National Head Injury Month (I kid you not). I say, every state needs a month like that; maybe we could even make it a national holiday season. Maybe we could make a sport out of this (just like every other sport has its season) and bash each other's melons into the ground. At the end of this heady contest, the ones with the worst injuries get their prize: a free frontal lobotomy and an automatic shot at a position as a politician or insurance company executive

Those in favor of this proposition, beat your heads against the table . . . .

—Red Baron

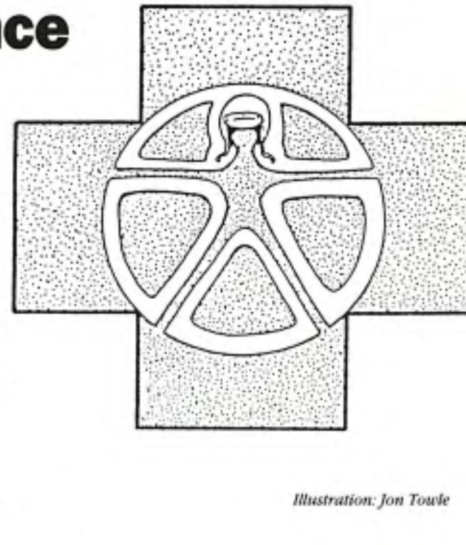
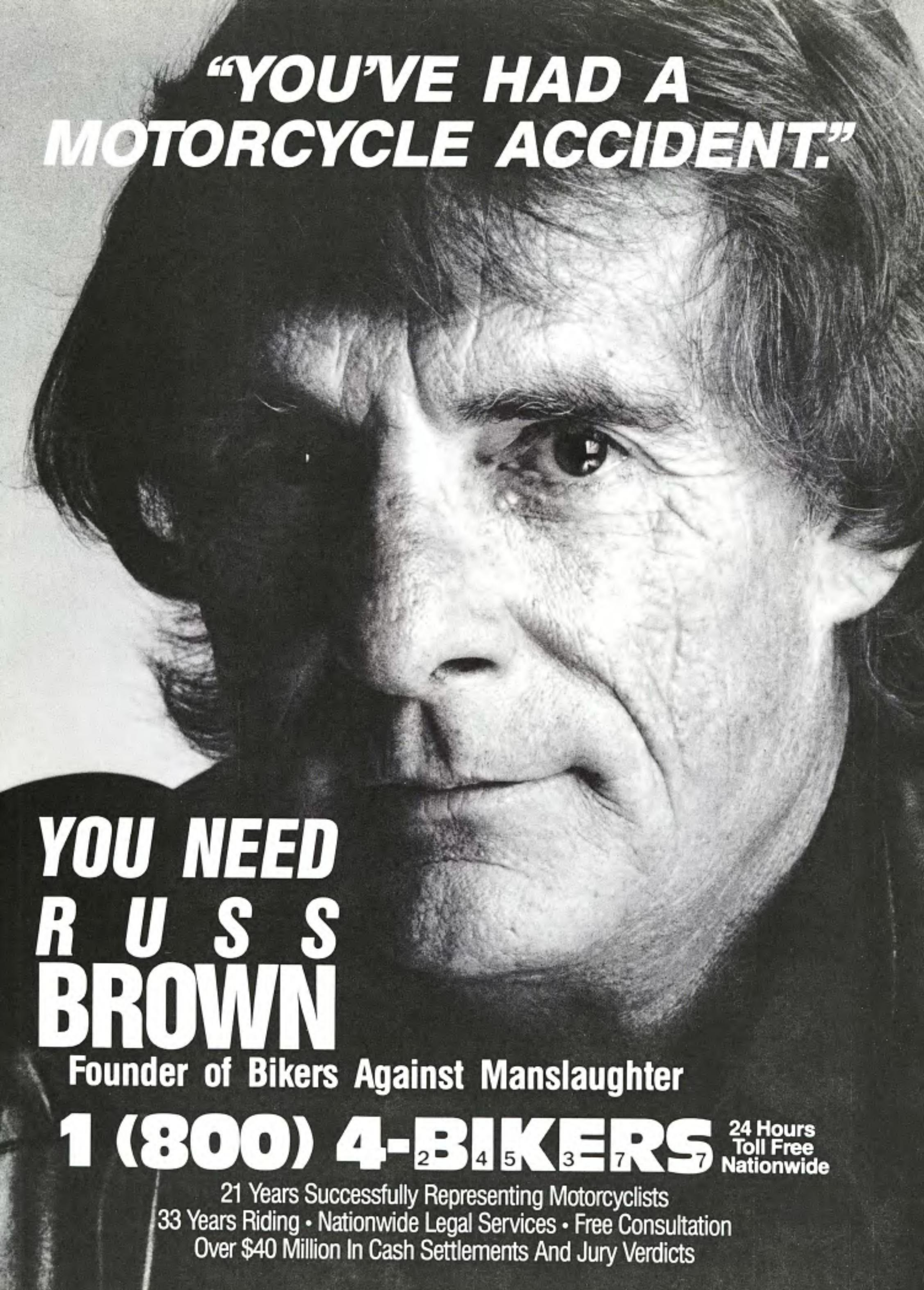


Illustration: Jon Towle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HELMETS OFTEN MORE HAZARDOUS THAN HELPFUL

Throughout recent years, more and more motorcycle officers nationwide have been forced to back a law that in many cases conflicts with their personal (unofficial) conviction that helmets are not synonomous with safety, and can in fact be far more hazardous than helpful. The sobering reality for many two-wheeled patrolmen is that mandatory helmet legislation yields tragic consequences not only for civilians, but for themselves—specifically, critical injuries to the neck and brain stem implicating the helmet's rigid structure (see "Fatal Facts About Helmets" on page 46).

According to Officer Steven Cooper of the Los Angeles Police Department's Specialized Collision Investigation Team, at approximately 8 a.m. on October 21, 1992, Motorcycle Officer Raymond "Skip" Messerly Jr. was in pursuit of a suspected traffic violator when he collided with an automobile and was thrown over the car and onto the sidewalk 30 feet away. The 42-year-old police officer was rushed to the Northridge (California) Medical Center trauma unit where he was put on life-support systems with critical injuries to the neck and brain stem. Shortly thereafter, Officer Messerly died.

The real tragedy behind this motorcycle accident, like so many others, is that once the victim is thrown free from the point of collision, he then faces the threat of being fatally impacted by the helmet itself.

Our condolences go out to Messerly's wife, Marie, and their six children. A 12-year veteran of the police department and a decorated veteran of Army service in Vietnam, Messerly will also be remembered as a veteran of the road.

—Clay Sherrig

QUESTIONNAIRE

Have you had a close call, an accident, *or an injury because you were wearing a helmet?* Tell us about it.

Name ______________________ Day phone (____) ______________

Address ______________________ Night Phone (____) ______________

City ______________________ State ________ Zip ________

Brief story: ____

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TECH TIP

TRANSMISSION REBUILD

Bandit's Box With Andrews Gears From Drag Specialties

To rebuild a transmission is to replace all worn gears and shafts, and then get the gears, new or old, in their proper position on the shafts by using thrust washers to establish distance. In rebuilding, replace all snap rings, thrust washers, bearings and races, and gaskets. Otherwise, unless a case hardened surface has worn down so that pitting or grooving shows, a part can be used again. However, any roughness or ridge on a shaft that can be felt with a finger tip is too much. Replace.

However, don't throw away old parts too quickly. Save them for comparison to make sure the new parts are right. As another generality, proceed with finesse. Tap with a hammer, but don't pound. Pry on things, but do so gently.

So, here we go. The transmission used for illustration comes from Bandit's latest custom, although Bandit used the stronger STD case. The photographs here show a factory 4-speed case of the 1965-1977 era, mated to a pre-1952 shifter lid and a post-1970 mainshaft. The early shifter does not ratchet back to neutral with each shift, so it works well with a jockey shift. The later mainshaft is longer and necessary for the post-'70 engine. In this instance, Pat Kennedy, of Pat Kennedy's Custom Motorcycles, installed Andrews close ratio gears from Drag Specialties. Drag also supplied the bearings, thrust washers, and gasket set.

First removė the top, or shifter cover. Note that one screw, second from the right corner of the cover end, has a different head. This is the breather screw (photo 1) and it must be put back in the same hole it came out of.

With screws removed, rap the top cover a couple of times with a soft-faced hammer, and maybe tap around the edges to break the old gasket loose. The cover has locating pins on opposite corners, so it has to come off straight up.

Here's what you see (2). The cover (on the left) holds the shifter barrel and the lever and gear that turns it. Those slots, about 3/8-inch wide in the barrel, engage the rollers on the shifter fingers which slide the shifter forks back and forth to change gears. Generally, the shifter and barrel don't require repair.

Back to the transmission itself: Take out the screw that holds the shifter forks shaft (3) and tap the shifter shaft out with a small drift punch (4).

With the shaft out, you can take each shifter fork out (5). Note that each fork consists of a tubular element that has a raised lip on one end, followed by a "finger" nut with a roller bushing on it. Shims on each side of the fork itself establish the position of the fork relative to the slots in the shifter barrel.

The mainshaft sticks out both ends of

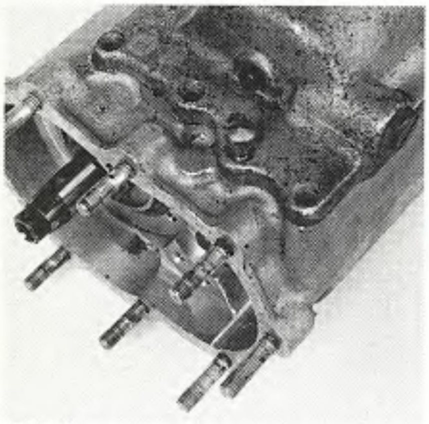
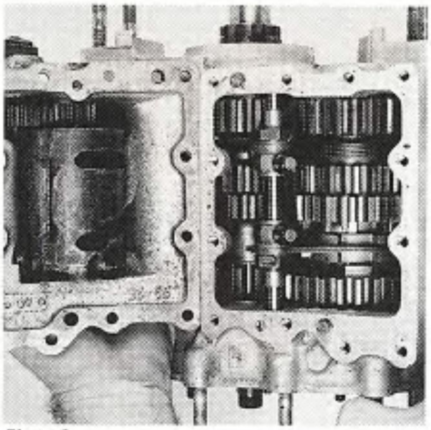


Photo 1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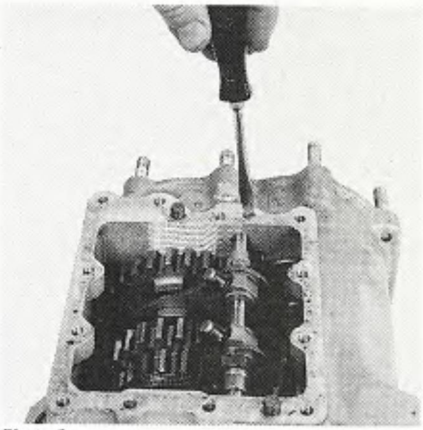
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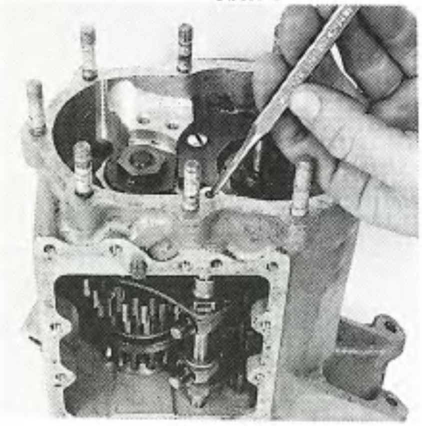
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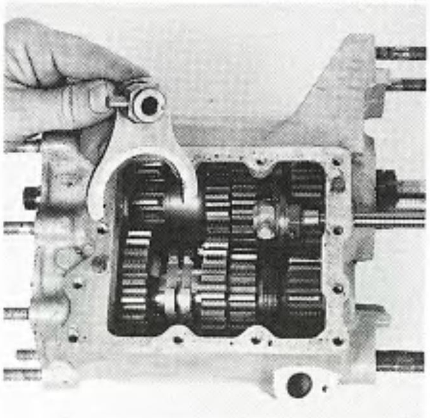


Photo 5

the case and has the sprocket on one end. The other shaft in the case is the countershaft. With everything still bolted up tight, use a feeler gauge to measure how much the countershaft gear, or "cluster" gear, will move back and forth (6).

Record this measurement. After you get the countershaft gear thrust washer out, measure its thickness with a micrometer or precision caliper. The two measurements will tell you how thick a new thrust washer must be to establish the proper amount of end play.

Proper end play for the countershaft is:

1959-'69:	.008-.012 inches
1970-'79:	.007-.012 inches
1978-'81:	.0025-.0135 inches
1982 and up:	.010-.025 inches

Begin disassembly with the mainshaft sprocket (7). Use a blunted chisel or large screwdriver to bend the locking tabs away from the flats of the big nut. While here, note that the sprocket in the picture is long gone. The hardened surface is so worn away that the teeth are narrowed, and they have also taken on a curved rake.

To keep the sprocket from turning, clamp a pair of heavy Vise Grip pliers at about 4 o'clock on the sprocket

DO NOT FORGET: THE BIG NUT IS A LEFT-HAND THREAD. This means turn it to the RIGHT to loosen it (clockwise).

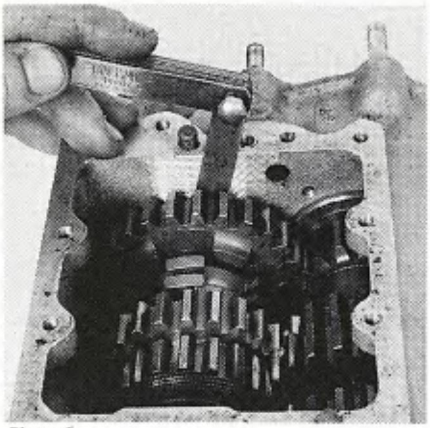
To keep the sprocket from turning, clamp a pair of heavy Vise Grip pliers at about 4 o'clock on the sprocket, and let the pliers come up against the left side of the case.

Leave the sprocket and Vise Grip pliers in place when you go to the kicker side to take the nut off the other end of the mainshaft. Slide the shifter clutch to engage 3rd or 4th gear. This locks the mainshaft and drive gear together so you can remove the cover plate and nut from the kicker end of the mainshaft (8).

While here, take the nut off the end of the countershaft. The flat-sided retainer washer keeps the countershaft from turning as you loosen the nut.

The countershaft and its gears have to come out first. Push the countershaft out toward the sprocket end. With the shaft out of the way, lift the countershaft cluster gear set, out as one piece (9).

Give a look in each end. You will see 22 needle bearings—small rollers— →



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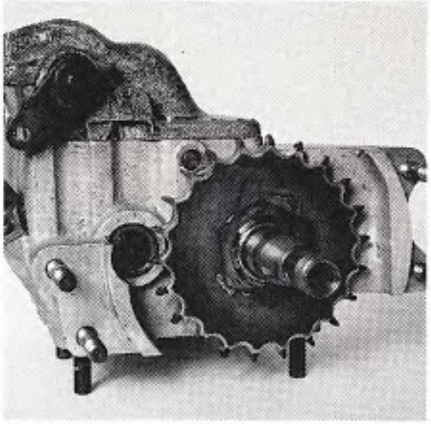

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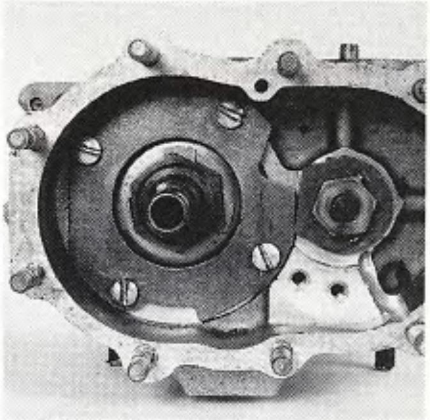


Photo 8

Photo 9

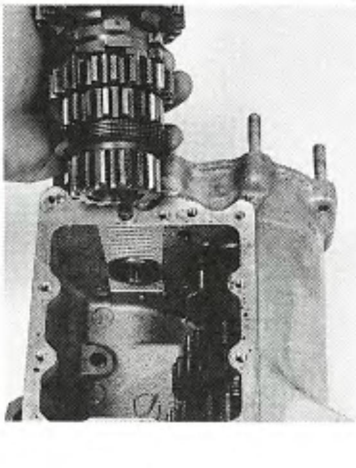
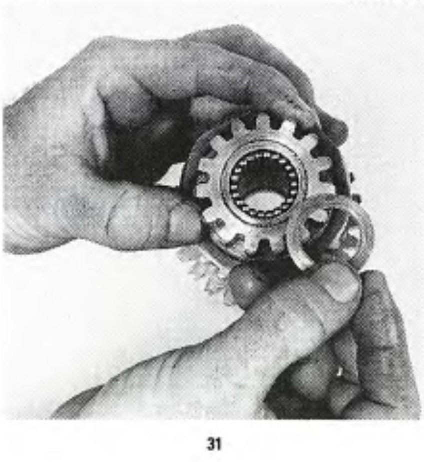


Photo 10



inside (10). A thin thrust washer keeps the needles from migrating out of the cluster gear toward the case, and a second thrust washer (not visible in the picture), held in place by a snap ring, keeps the needles from migrating toward the middle of the cluster gear. The other end of the cluster has a similar set of bearings and thrust washers. Replace needles, thrust washers, and snap rings.

Here's the cluster gear closeup (11). Starting from the left and moving right, the first gear is for 1st gear. Next comes the 1st-2nd dog clutch, followed by second gear. The next spur gear is for 3rd gear, the fine-pitched spiral gear is for the speedometer drive, and the last spur gear is for 4th gear.

The cluster gear slides apart and here's what you get (12). Left to right on the top row you see the countershaft retaining nut, the locking washer, and the locking retainer with the flat spot that holds the countershaft from turning. Then, the countershaft gear unit, and the retainer washer for the needles in the other end. The last element is the thrust washer for the needle bearings (10).

The bottom row begins with the washer that fits between 1st gear and the case and which establishes the end play of the cluster gear. Next comes the bushings for 1st gear, then 1st gear, and then the thrust washer that holds the bushing in place. The circular element with the five lumps, or "dogs," on the circumference is the dog clutch that engages 1st and 2nd. The next item is a snap ring that keeps 2nd gear in place, followed by a thrust washer, and then 2nd gear.

Note how the dog clutch slides to engage the corresponding dogs, or raised protrusions, on the gears. The dogs on 1st gear are clearly visible, but those on 2nd gear can't be seen because 2nd gear is laying face down.

The dogs are not straight cut. Rather, they are cut at a slight angle. When the dog clutch engages a gear, the angle draws the two tightly together. The heavier the load, the tighter the angles wedge the clutch and gear together. If the angles round off or wear down flat, the clutch can't hold and will jump out of engagement under load (13).

Don't hesitate to wreck the ring getting it out since you are going to replace it anyway

Time for the mainshaft. With the nuts off the ends and the retainer off the kicker end, the mainshaft will slide toward the kicker cover. But only until 3rd gear hits the lump in the bottom of the case (14). The lump involves reversing transmissions and 3rd gear can't get past it. To continue disassembly, you have to remove a snap ring that keeps 3rd gear in place. In the picture, the clutch is out of the way and the mechanic's pick points to the location of the snap ring.

The snap ring is a tough job. Generally, try a small pick or screwdriver, and don't hesitate to wreck the ring getting it out since you are going to replace it anyway.

With the snap ring out of the way,

Continued on page 94

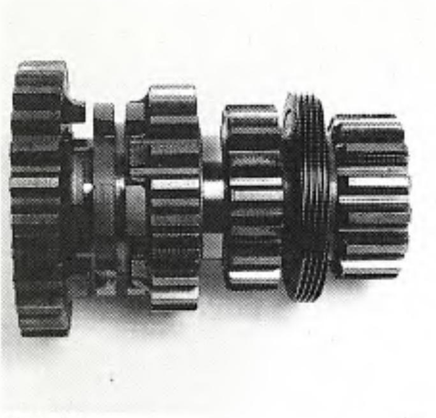


Photo 11

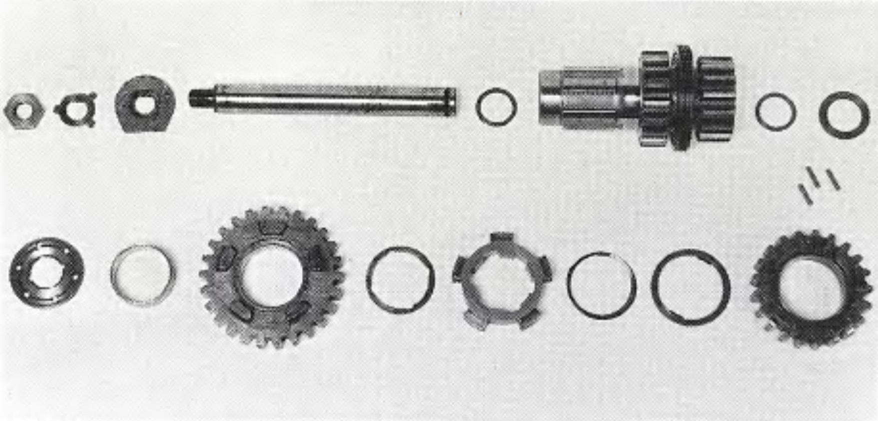


Photo 12

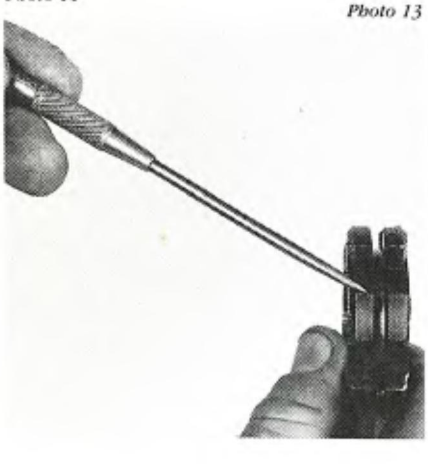


Photo 13

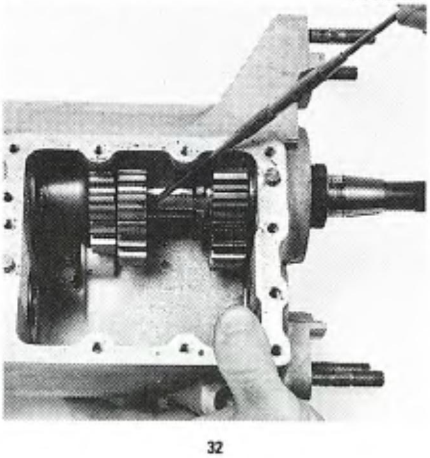


Photo 14

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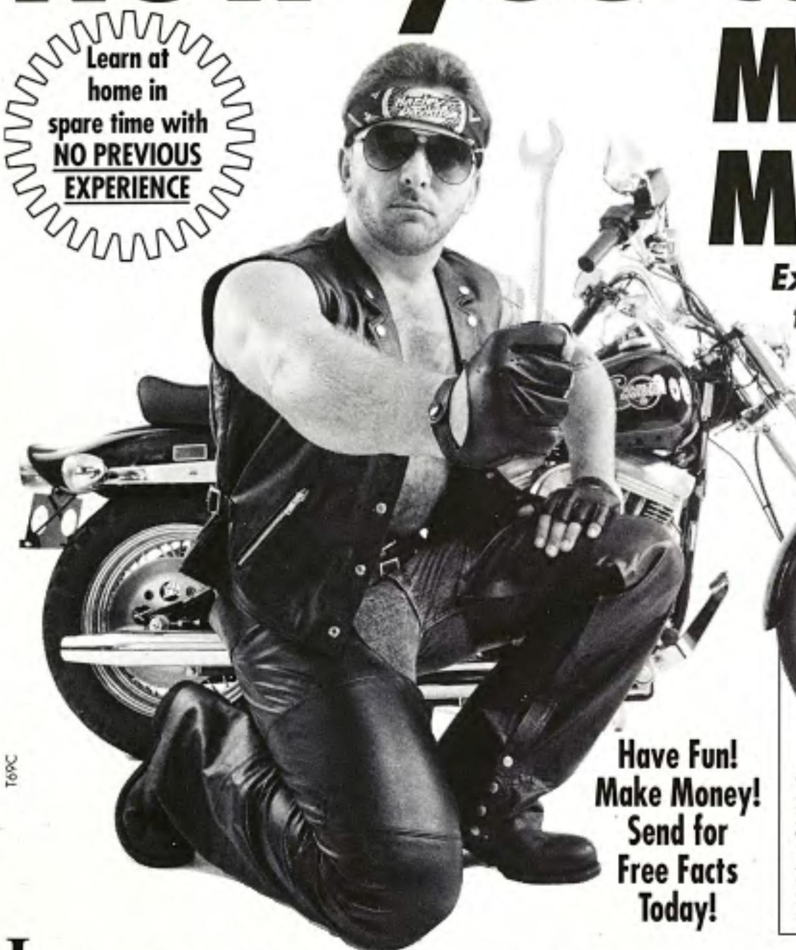

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Motorcycle sales mean profits for repairmen

Cycles are big business...and so is fixing them! There are millions of cycles—street bikes, choppers, dirt bikes, trikes and others—on the road today. No wonder there is work for the skilled repairman!

Motorcycle shops employ qualified mechanics

Has your bike ever been out of action waiting for needed repairs? Some shops don't have enough mechanics on hand to take care of everyone as fast as they would like. Opportunities vary from place to place, but the sale of hundreds of thousands of motorcycles a year in the U.S. ensures a continuing need for motorcycle maintenance.

More girls—more bikes each year

If you've been riding your bike for fun the past few years, you can see for yourself that more and more girls are taking up the sport. And this means more bikes every year...and more bikes mean more motorcycle repairs. So get in on the action...get in on the fun—start making money as a motorcycle mechanic. Rush post-paid card for free facts—full information.

You'll be the center of attraction in your circle of friends...

Enjoy the admiration of friends and neighbors as they flock around to watch you tear down and tune up all kinds of motorcycles. And just think of the satisfaction in knowing you've got the best performing bike in town. Plus, you can make extra dollars fixing motorcycles for friends and neighbors.

Start your own cycle repair business

Your future as a motorcycle mechanic is in your own hands. You can decide for yourself whether you want to work for someone else or get into your own cycle repair business. Start in your spare time repairing cycles for friends and neighbors—or get a job with a motorcycle shop! After you've been a working mechanic, you can decide whether you want to start your own motorcycle repair business.

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Bike courtesy of Tim & Suzanne Gabel of MotorPsycho Shop, Daytona Beach
Photography by Media Photo-Graphics, Inc.

Easyriders 1993

Guide To Custom Frames

No matter how many finishing touches are added after the fact, the basis of any custom motorcycle is its frame. It's the foundation for the style you have in mind and the cradle of your newborn notion. These days, with options having grown from just a few to several hundred, you can go out and buy anything from an old wishbone frame, to a single loop, to a stock reproduction rigid.

With modern technology, manufacturing is top-quality with all these frame builders, as is the material used for the best tensile strength. Some custom frames use all stock components—others use custom-built accessories only. As with the choice of frame design, the decision is up to you.

If you have a tough time visualizing how the frame will look, check out bikes in *Easyriders* that sport your particular choice of chassis. You can also write to the manufacturers listed on these pages and ask them to send you information about their products and photographs of their frames.

—Keith Ruxton

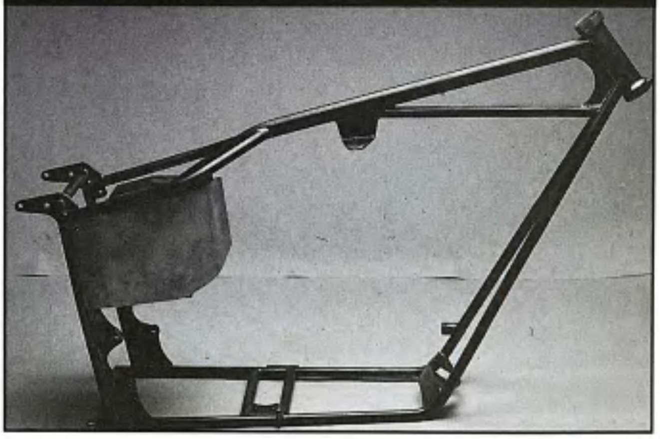
Paughco

Box 3390 • Carson City, NV 89702
(702) 246-5738

Paughco has been making motorcycle parts since 1969. Today they have over 500 variations of the frames they produce. From stock replacement to chopper style, with stock, 5-degree or 10-degree rake, with or without stretched lower legs for long or short front ends, and with or without stock frame tabs, all their frames are made of DOM (drawn over mandrel)10/8 steel with .120-inch wall thickness.

Arlen Ness

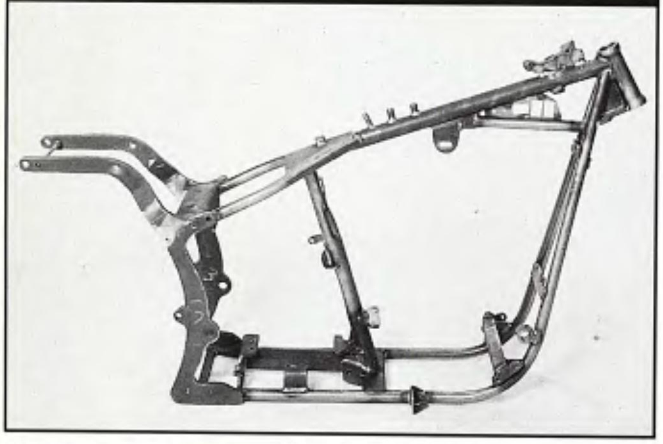
16520 East 14th St. • San Leandro, CA 94578
(510) 276-3303



These are true custom frames featuring 7/8-inch, 4130, .188-inch wall chrome-moly tubing. Extensive engineering and testing has gone into these frames. All non-OEM parts are included with each of these sleek radical custom frame kits. Arlen Ness was building serious custom motorcycle parts before Harley-Davidson had electric starters and has been making trick parts ever since.

Sumax

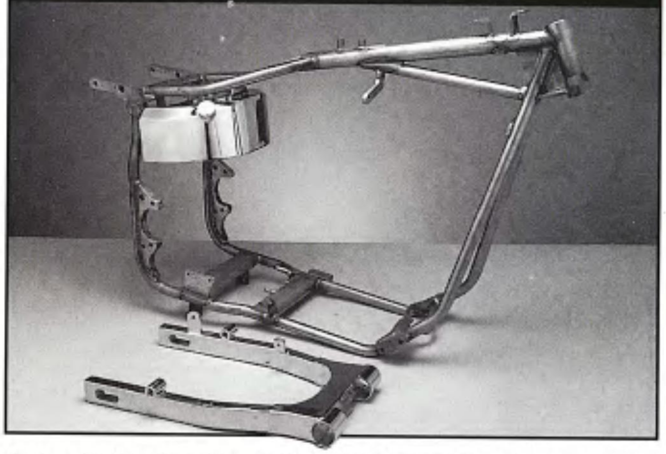
337 Clear Rd. • Oriskany, NY 13424
(315) 768-1058



Many bikers who own FX-series bikes from the 1970s and early 1980s want an updated look of Harley's all-time best seller—the Softail. Sumax offers a Softail frame set up for shovel/4-speeds that accepts rear belt or chain as well as your original gas tanks. If you need a replacement frame for any year Softail, Sumax has them. Options include varied stretch and rake and a rubbermount version.

Custom Chrome Inc.

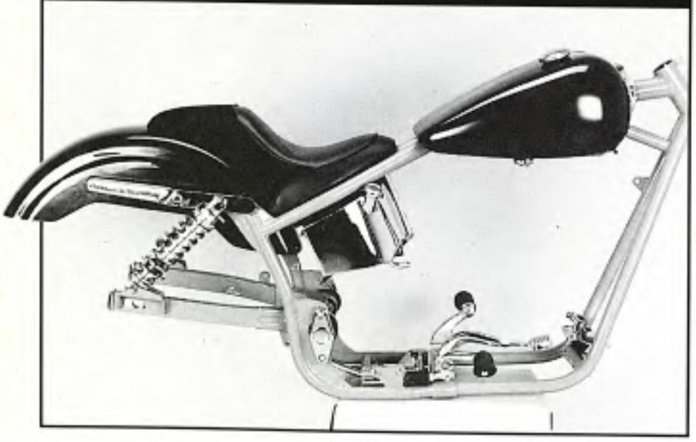
Call (800) 729-3332 for the name of the dealer nearest you



Custom Chrome, Inc. offers a selection of frames that will allow a custom bike builder to build anything from early replicas, to choppers, to rubber-mounted FX look-alikes. They even have a Big Twin-looking, early Sportster swingarm frame ('57-'81). All frames and components are manufactured in the USA. They also have a complete line of accessories to dress up your custom motorcycle.

California Pro Street Chassis Works

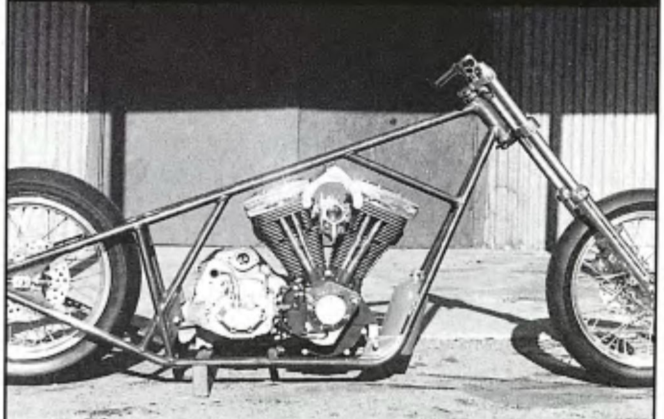
Box 1136 • Orangevale, CA 95662
(916) 987-1864



FXR custom chassis uses .095 wall DOM tubing with 1.250-inch cradle and 2-inch back bone tube sizes. Neck rake angles are 30.5 degrees and 33.5 degrees, or can be special ordered to customer request. The frames are MIG-welded in a state-of-the-art jig, and weigh in at 45 pounds. Strength, durability, and custom appearance has been engineered in. Their frames range from mild to wild. Call for more detailed information.

Mike's Frame Shop

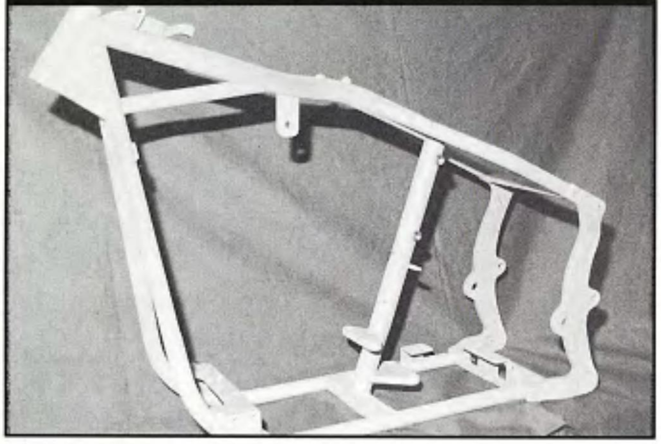
1716 Allumbaugh • Boise, ID 83704
(208) 323-8184



From its beginnings in 1983, Mike's now repairs, modifies, and builds frames. They can build everything from totally accurate restorations, to wild choppers, to 185-mph, record-setting Bonneville frames. Quality and satisfaction comes first. All framework is done on an ultra- heavy-duty jig, and as a finishing touch, all frames are stress-relieved to insure complete structural integrity. For quality frame work call Mike or Brian.

Atlas Precision

16091 Kamana Rd. • Apple Valley, CA 92307
(619) 242-9111



This is the newest of the street or drag frames for Harleys. The Softail design frame is set up with a 35-degree rake, room for tall stroker engines, belt or chain drive, flat side Evo gas tank mounts, 4- or 5-speed trans, and early-style coil and oil tank mounts. They are 100% heli-arc welded. Options include: custom swingarm that lowers this frame to 5 inches, fender struts for big tires, and powdercoating.

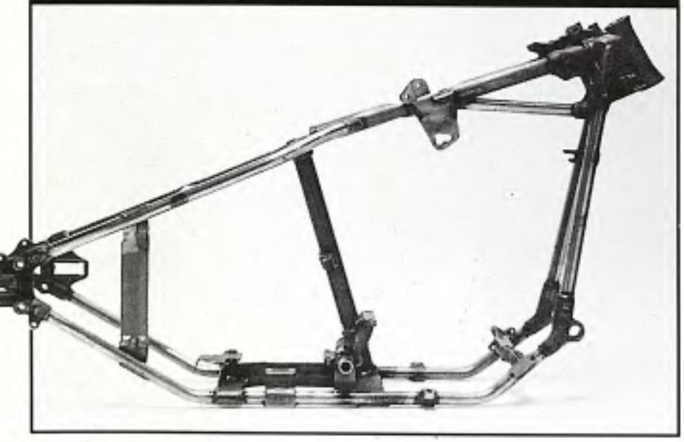
Chrome Specialties

Call 1-(800) 527-1635 for the name of the dealer nearest you

Chrome Specialties has custom frames available for all Big Twins and Sportsters in a variety of drive and brake combinations. Quality workmanship is evident in each unit from the heli-arc welds to the precise table and hole locations for accessories. Their frames feature 30-degree (stock) or 33-degree head angles. See your Chrome Specialties dealer to browse their 600-page catalog.

Pat Kennedys Custom Motorcycles

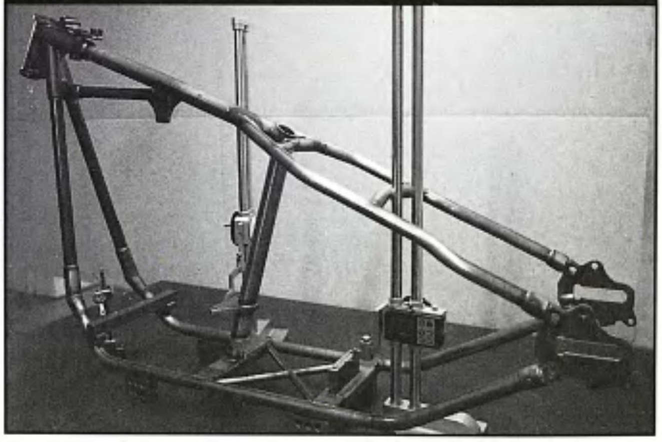
Box 4429 • Carlsbad, CA 92018-4429
(800) 331-9903



Pat's custom, chrome-moly frames are made to order, with any combination of rake and stretch. Frames are fabricated from .083- inch wall, 4130 tubing in 1-inch and 1-5/8- inch sizes. TIG welding is used. Options include belt or chain drive, 4- or 5-speed transmission mounts, and offsets for tire sizes up to 10 inches. Also available are restoration rigid frames with original style frame castings with all stock mounts and tabs.

Chopper Guys

23752 Bernhardt • Hayward, CA 94545
(510) 887-2400



Chopper Guys use fully-machined, solid billet steel pieces in place of cast steel parts, and, like the factory jigs, are heli-arc (TIG) welded to .125-inch wall, 1020 DOM tubing. Their Big Twin rigid frames accept any Big Twin model with belt or chain final drive, 4- or 5-speed. Custom Softail models available soon. Extra rake or stretch by special order only. No Sportster models available.

DAYTONA

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Hilton Daytona Beach	3 miles south of Main St.	3	155	Street / Ocean
Howard Johnson Daytona	1/2 mile north of Main St.	4 4	99 - 109 125	Oceanview Junior Suite
Ocean Sands	1 mile north of Main St.	5	99 - 109	Oceanfront
Quality Inn Marineland	35 miles north of Daytona	4	69	Oceanfront
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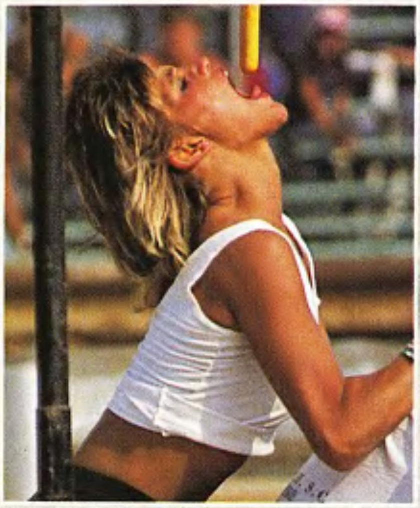
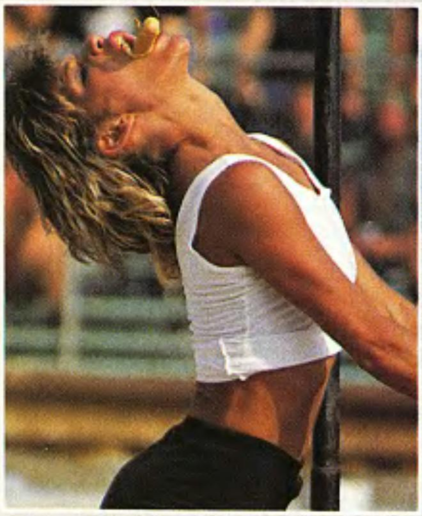
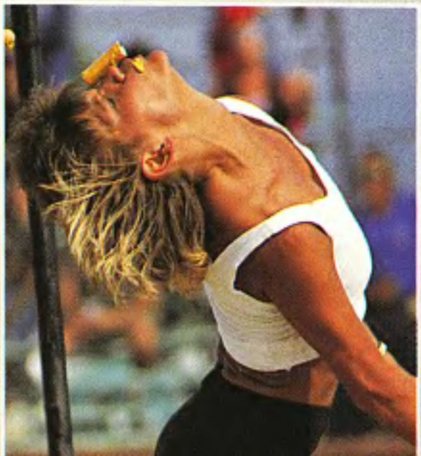
TURNIN' ON THE TENSION

Giant Crowd Witnesses Rodeo Wars







JIM'S
HARLEY-DAVIDSON
PINS

It was all there: heat, humidity, a three-day Labor Day Weekend bash, loads of bikers with their babes rollin' into a small Midwestern town and taking over the fairgrounds, and local correctional facilities brimming with anxious cons awaiting a glimpse of freedom or maybe an exposed tit.

So where was all the commotion goin' down? Bosnia-Herzegovina? Some breakaway Baltic republic? The Presidential campaign trail? No, just Chillicothe, Ohio, home of the greatest *Easyriders* Rodeo fans on the rock.

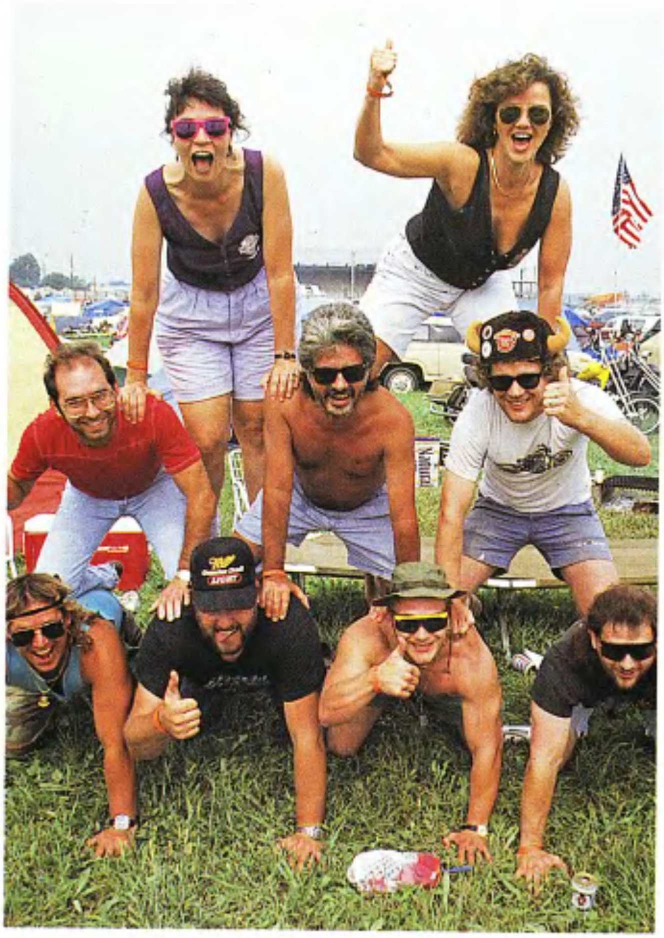
So what happens with the onrushing mob? Does the sky fall in? Is there a jail break? Madness, hellraisin', rape and pillage? Hell no. Ya see, the local citizenry has grown accustomed to leather-clad motorcycle enthusiasts arriving in waves and spreading cash throughout the town.

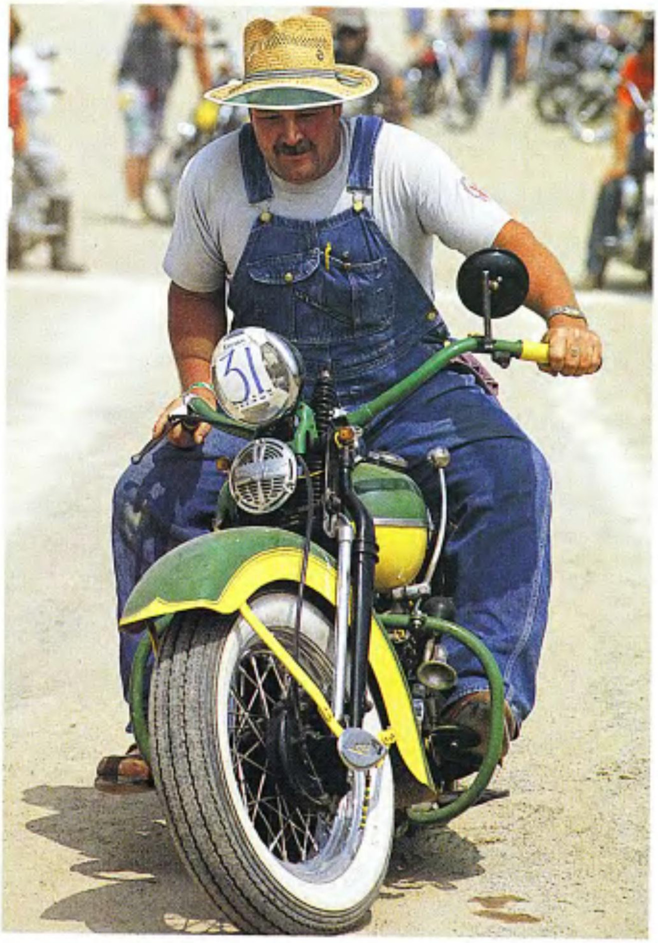
It all happens at the Ross County Fairgrounds. There's no hostility—just hospitality.

The event was epic. It marked a true turning point in the national standings of the 1992 Associated Rodeo Riders On Wheels (ARROW). Incumbent three-time champ, Ray Tewksbury, and perennial runner-up, Gary Freel, were comfortably runnin' one-two. But something happened out on the arena field that late-summer weekend. Namely, the competition rose a notch, and began to raise its aggressive, combatant head.

Bob Santee, of Waynesburg, Pa., who, like Ross Perot, dumped heavy dollars into his bid for glory, arrived in third place with 3,850 ARROW points.

Six-year vet, Bill Van Dyke, formerly the voice of the Rodeo, was making →




31

noise in fourth with his own serious riding talent.

Kari Sioux Tewksbury, wife of Tampa Bay Ray, was standing and riding on her own merit, having come into Ohio in fifth place overall. Following Kari Sioux, and roaring to go in their mustard-yellow team colors, was Team Hanna from Glendora, N.J. Bob Hanna was serious about throwing his hat in the ring, as were the teams of Mike Poisson and Don Seabolt from Michigan. Also taking a hard run was Todd Calhoun from Kannapolis, North Carolina.

During qualifying on Saturday, the leaders got an early warning that the sun wouldn't be shinin' too brightly on 'em during the competition. Rodeo Ray stubbed his toe in his effort to extend the points lead with a series of complex malfunctions to his machinery. In Sunday's finals, Ray was able to add a paltry (for him) 200 points to his record with a second place showing in the Potato Haystack and a fourth place effort in the Keg Derby.

Gary Freel, feeling cocky and confident in second place, decided to try some experimenting on his trike sled puller. Despite a new technique that allowed him to better hook up to the sled, Freel simultaneously found that the chain, sprocket and bearings couldn't handle the increased leverage and additional torque of the 108-inch engine, which was built by R&R Cycle in Tampa, Fla.

After picking up a win in the Barrel Race, an event he has dominated for years, Gary realized his 200 points had dropped him to third place on the tote board.

That drop was due to the outstanding performance of Bob Santee. From his home in the western corner of Pennsylvania, Santee had come out of the hills to stake his claim. He had attended every Rodeo this season, competing consistently, if not brilliantly. But now he was becoming comfortable with his new trike sled puller, adding frosting to his already incredible

talents of keeping a motorcycle upright and in one spot in the Slow Race (bringing back memories of Rodeo original Lenny Bogert). With his Sportster standing stoically in the lane, Santee, balancing like an eagle on a limb, watched the others twist and wriggle their front ends to the finish line ahead. With the Slow Race nearly a given, it was Santee's newfound abilities in the Barrel Race (2nd) and Trike Gas Class (1st, 700 points) that vaulted him into second place overall.

In a further turn of the tension screw, Bob Hanna added pressure to the leaders with his achievments in the Tire Ride (1st) and Barrel Race (3rd). Many Ohio Valley-area riders competed, notably last year's Slow Race phenom, tobacco farmer Cecil Upton of Nicholasville, Ky. Kurt Maxwell got a ride on B&B Cycles' Ground Hog and rooted out a 2nd in the Trike Fuel Class. Robert Tabor, of Canton, pushed to a second-place finish in the Keg Derby and took his sweet time in the Slow Race for third. Keith and Sandra Denny, of New Lexington, and Robert Redman and Penny Terry, out of Clarksburg, combined for second and third, respectively, in the Tire Ride.

The whole event went off smoothly, though the overflow camping and massive attendance forced an early closure of the gates. There just wasn't room for everybody. Maybe next year we'll rent Kentucky for camping. The crew would like to thank Farmer John, Randy, Toby, and their ABATE of Ohio, Inc., crew for yeoman efforts in providing security. With help from L.B and the M.F.M.G., the Brotherhood MC, and the Aeolus MC, they made sure everthing was ship shape. Kudos also go out to the R. J. Reynolds Co. for their sponsorship of the bike show and donation of jackets for door prizes.

Finally, praise goes to the moms and dads of the Unioto Boosters charity group of Chillicothe. They worked their buckeyes off selling tickets at the gate and serving food. Proceeds went to local after-school sports programs. Hey, that's where tomorrow's Rodeo stars will come from. —Rodeo Warrior

WINNERS LIST FOR CHILLICOTHE, OHIO, RODEO SEPTEMBER 4 - 7, 1992

SLOW RACE
1st: Bob Santee, Waynesburg, PA - $200
2nd: Cecil Upton, Nicholasville, KY - $150
3rd: Robert Tabor, Centon, OH - $100
4th: Dave Vancil, Shelbina, MO - $50

WIENIE BITE
1st: Robert Redman, Clarksburg, OH - $200
2nd: Dave Vancil. Shelbina, MO - $150
3rd: Bob Hanna, Glendora, NJ - $100
4th: Jim Morrison, Weeki Wachee, FL - $50

POTATO HAYSTACK
1st: John Secia, Brookfield, OH - $200
2nd: Ray Tewksbury, Tampa, FL - $150
3rd: Dennis Durbib, Chesapeake, OH - $100

KEG DERBY
1st: Todd W. Calhoun, Kennapolis, NC - $200
2nd: Robert Tabor, Centon, OH - $150
3rd: Frank Olenick, Effort, PA - $100
4th: Ray Tewksbury, Tampa, FL - $50

BARREL RACE
1st: Gary Freel, Ames, IA - $200
2nd: Bob Santee, Waynesburg, PA - $150
3rd: Bob Hanna, Glendora, NJ - $100
4th: Larry Ramsay, Laurelville, OH - $50

1,000 LB. GAS SLED
1st: Donald Draper, Mt. Morris, MI - $500
2nd: David Kalnins, Fenwick, MI - $300
3rd: Russell Scheider, Tampa, FL - $200

1,000 LB. FUEL SLED
1st: Michael Poisson, Flint, MI - $700
2nd: Todd W. Calhoun, Kannapolis, NC - $400
3rd: Pico Padilla, Stamford, CT - $300

TRIKE GAS CLASS
1st: Bob Santee, Waynesburg, PA - $700
2nd: Don Seabolt, Greenville, MI - $400
3rd: Karen Christiansen, Ames, IA - $300

TRIKE FUEL CLASS
1st: Kari Sioux Tewksbury, Tampa, FL - $1,000
2nd: B & B Cycle, Roseville, OH - $600
3rd: Bill Van Dyke, Tampa, FL - $400

TIRE RIDE
1st: Bob Hanna, Glendora, NJ - $300
2nd: Keith Denny, New Lexington, OH - $200
3rd: Robert Redman, Clarksburg, OH - $100

BIKE SHOW WINNERS
1st: (#9) Glenn Robinson
Lima, OH
'87 FXSTC

2nd: (#20) Gord Goodline
London Ont.
1958 pan

3rd: (#14) Tom Punchur
Butler, PA
1977 FXS

Photos: Mike Lichter

FATAL FACTS ABOUT HELMETS

A Neurosurgeon Speaks The Truth

Editor's Note: The following article demonstrates one of several deadly side effects of helmet use. Although Dr. Cooter recommends limited helmet use, his arguments directly relate to our Freedom F.I.G.H.T. program attack. If you need more information on how we plan to use this report to eliminate mandatory helmet laws and save lives, see pages 28 and 29.

During World War II, an English neurosurgeon named Cairns compared the head injuries of crashed motorcyclists wearing helmets with those not wearing helmets. Cairns, a Professor of Neurosurgery at Oxford University, noted that helmeted motorcyclists who had broken their facial bones had less serious brain injuries. Clearly, some impact energy had been absorbed by the face or the helmet. From those early studies, the suggestion came that all motorcyclists should wear a helmet.

The only types available then were "inverted pudding bowl" styles that barely covered the short hair style of the day. These had an inner lining of cork or pulp that was used to absorb energy. During the 1960s, the fighter pilot style became popular because it covered the whole scalp, came in colorful fiberglass shells, and had better energy absorption material inside. Gradually helmet standards arose to ensure that helmets were constructed to a standard level that assured adequate impact performance in controlled helmet impact tests.

During the 1970s, full-face helmets (fighter pilot style plus facial protection) gained popularity. Manufacturers argued that if the fighter pilot style helmet had a chin bar, then the whole head and face could be protected. But this presented the helmet standards committees with a dilemma: How to test the performance of the chin bar component when no one was sure about how far it should deflect in an impact? Some said the chin bar should be soft and pliable. Others said it should be hard and inflexible. The rigid school won, and efforts were made to stiffen the chin bar by incorporating strong materials to increase its rigidity.

Early medical reports of facial injury patterns in motorcyclists supported the use of full-face helmets because hospital accident and emergency departments were treating far fewer facial cuts and abrasions among bikers wearing full facial protection. Indeed, it became rare to see an injured motorcyclist with a facial bone fracture if he wore a full-face helmet. All was well for motorcyclists who came to hospitals for treatment after a crash that involved a head impact.

Many died in helmets that fitted well, were well adjusted, and were firmly in place at the time of the crash

But what about that ever-growing band of motorcyclists who didn't make it to the hospital? Many died in helmets that fitted well, were well adjusted, and were firmly in place at the time of the crash. Of course, some of these had fatal chest and abdominal injuries, but too many seemed to be dying from impacts they should have survived.

During the 1980s, reports from road accident research units worldwide showed an increasing incidence of a particular fatal skull injury among motorcyclists wearing full-face helmets. This common fatal injury was a skull base fracture—a severe crack across the bones on which the brain sits. To try to explain how these devastating injuries were happening, some associates and I looked in depth at a small number of motorcyclists who had been fatally injured while wearing full-face helmets. At this time, the latest X-ray equipment available for patients with head injuries was computerized CT scanning (CAT scanning). CAT scans could be converted into three-dimensional images to help plan the surgery that crash victims often required. Using CAT scanning techniques, we compared the patterns of injury among 50 motorcyclists admitted to hospitals with 24 motorcyclists killed from similar impacts during the same period. We retrieved the helmets worn and also studied them with the CAT scanner.

Each motorcyclist's head was considered as a four-layered unit: 1) the helmet, 2) the scalp and facial skin, 3) the skull and facial bones, and 4) the brain. Detailed scientific information was gleaned from each of these layers. That information was then fed into a computer-based coding system for analysis. In addition to the CAT scan information, a detailed autopsy was performed on the fatally injured group. An independent neuropathology review was also performed on the brain of each motorcyclist killed.

When analyzed, our results showed that motorcyclists with broken facial bones usually had been wearing helmets that gave little or no facial protection. Furthermore, they had little in the way of brain injury. In contrast, those motorcyclists killed outright often had no facial injury, even if they suffered an impact to the front of the helmet. They did, however, have skull base fractures and unsurvivable brain injuries. Apparently, the blow to the chin bar had been transmitted to the chin strap, increasing its tightness sufficiently to drive the lower jaw

upward into the base of the skull. The upward force into the skull base, then, may have caused the fracturing and subsequent brain damage.

The brain damage was concentrated at the critical brain stem region where the spinal cord effectively "plugs into" the base of the brain. Damage in that region is usually instantly fatal.

Were our findings only present by chance in the sample of motorcyclists we studied? To find out, we performed a second study of 988 brains from autopsies performed on road accident victims. These 988 included 36 cases of unequivocal brain stem injury. The proportion of motorcyclists in that series was double the expected figure, and of the 15 motorcyclists, 13 were known to have been wearing helmets at impact and 11 had been wearing full-face helmets. Furthermore, the principal impact point was the chin bar in nine of the bikers.

These findings strengthened the possibility that a blow to a rigid chin bar could be transferred via the chin strap to the lower jaw and then to the skull base, with fatal consequences to the fragile brain stem. If this were so, then how could it be prevented? In collaboration with engineering scientists and computer-aided-design (CAD) experts, we devised a series of solutions. Essentially, they involve the incorporation of an energy absorber into the chin bar of a full-face helmet. This would reduce the impact energy transmitted to the brain stem and, hopefully, transfer a potentially fatal impact victim into the survivable range. The wheels of change in altering safety designs move excruciatingly slow, but the full-face helmet with a soft, pliable chin bar extension may be a suitable alternative.

Let's face it: A motorcyclist's helmet should be worthy of the head upon which it rests.

—Rodney D. Cooter, M.D.

Dr. Rodney Cooter is currently the Staff Grader in Plastic Surgery at St. James University Hospital, Leeds, United Kingdom. He trained for five years at the Weapon's Research Establishment in South Australia before completing a four-year training in engineering draftsmanship with Telecom Australia. He studied medicine at the University of Adelaide for six years before commencing surgical training. During his surgical training with the Australian Craniofacial Unit, he developed an interest in the engineering aspects of injury to the head and face. In his doctoral thesis—*Craniofacial Fracture Patterns*—he examined the effects of helmets on injury patterns. This article follows that intensive study.

HOW HELMETS CAN KILL

1. Impact to the lower face bar is transmitted via the jaw to the skull.

2. The chin strap forces the jawbone upward.

3. The brain stem is severed.

This pattern of death emerged after four years of research.

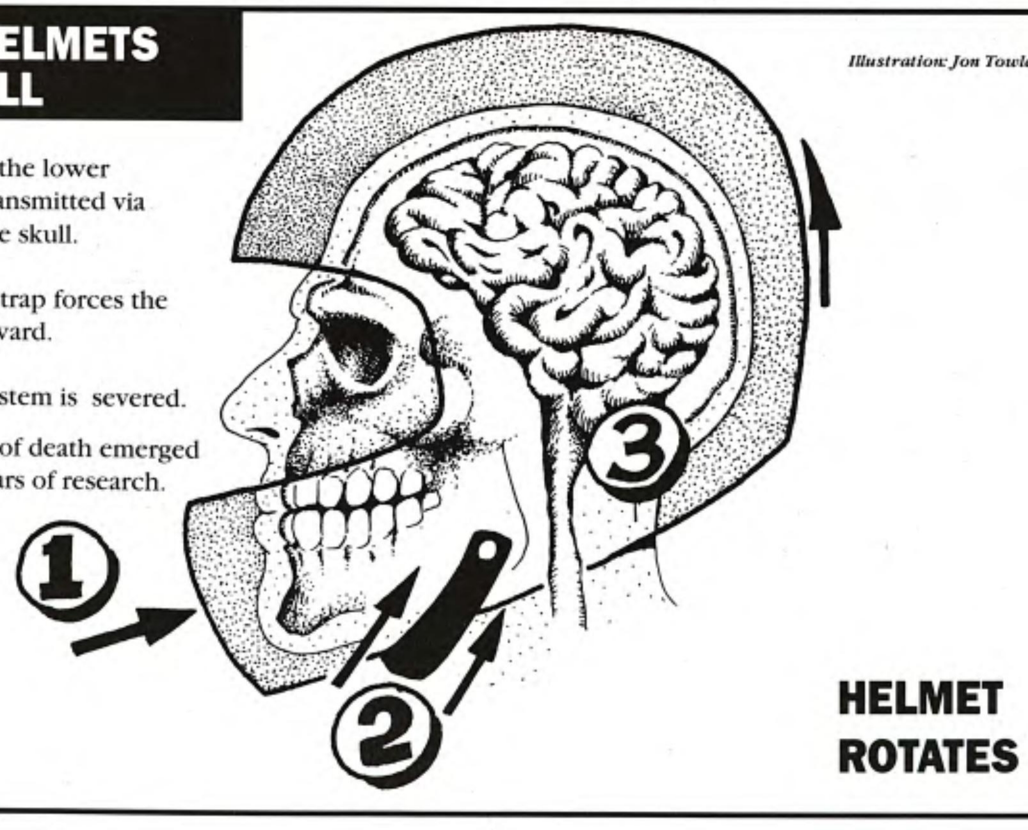
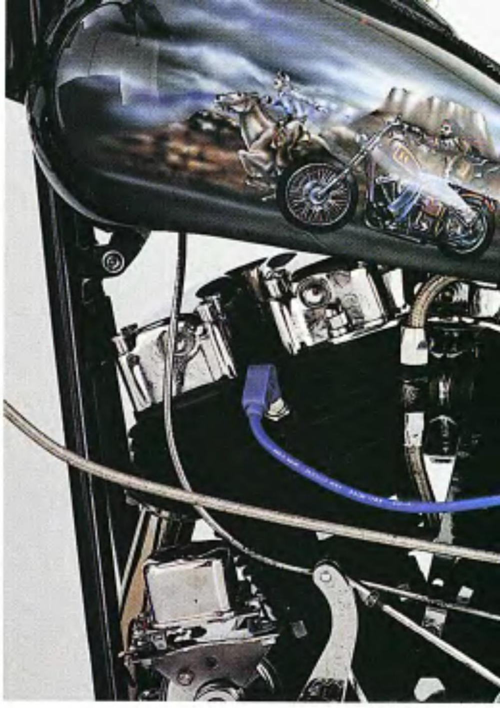


Illustration: Jon Towle

GOOD OL' BOYS

Classic Cages and Classier Bikes



Okay, okay—I know you want to know whatdahell cages, even classic cages, have to do with this hunk of Milwaukee metal. Well, to begin with, this standup 1959 FL started life at a custom car show.

You see, Donald Niece, the owner of this ride, is a custom car freak at heart. He acquired the '59 as part of a trade involving some cage parts at a car show. It was a basket case, but like anyone who's into classic machines and has two functioning brain cells, Donald had always wanted a Harley-Davidson. So the condition of the motorcycle didn't really bother him. A Harley's a Harley, right?

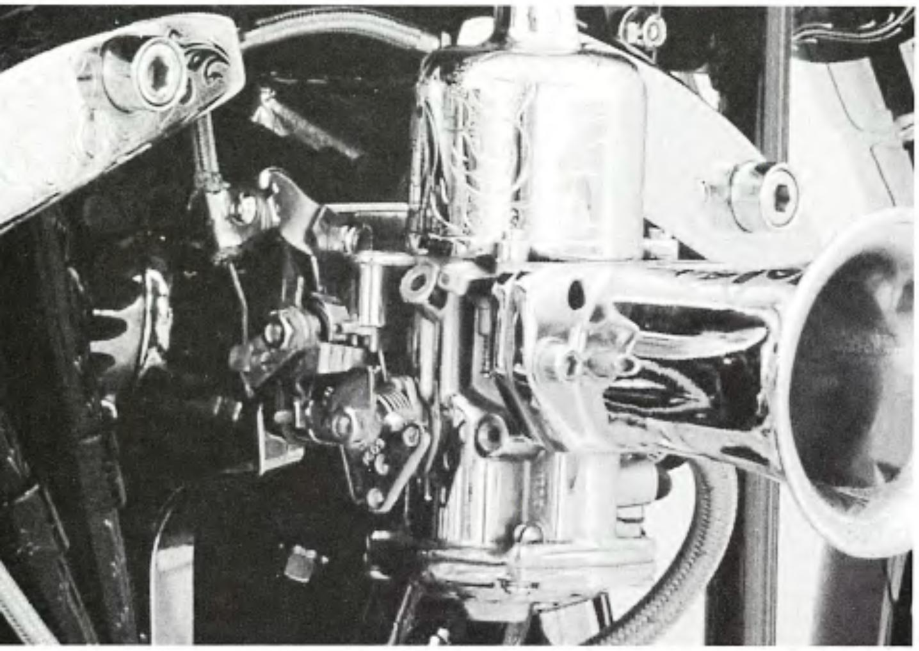
Wrong, as Donald learned when he asked Roger Teague, a bro he'd run into a few times at various auto shows.

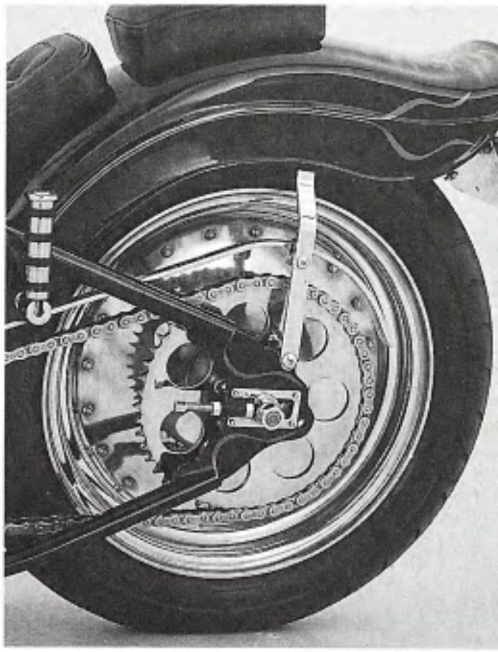
"Can it be fixed?" Donald wanted to know.

Roger played it straight. "Yes, but it'll cost," he said. Donald just shrugged. He was used to things costing. Classic machines will usually put a dent in the ol' bankroll—regardless of the number of wheels they run.

"Fix it," Donald decided. Like I said earlier, he'd always wanted a Harley. More than that, he wanted a righteous ride.

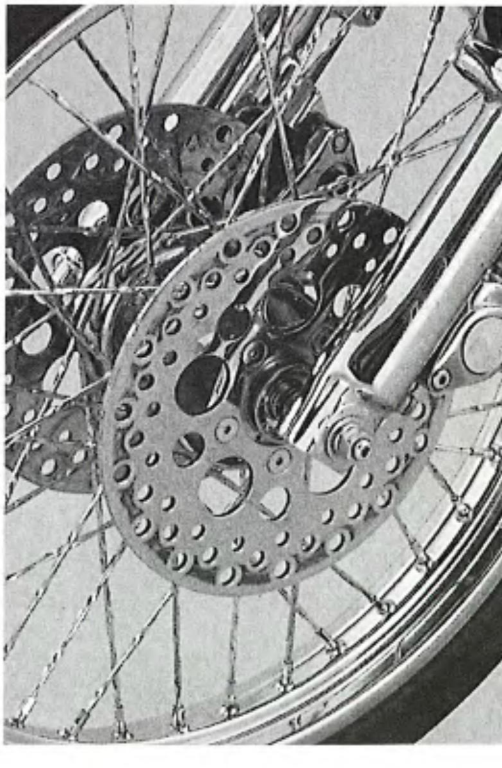
He propositioned Roger about some ideas he'd seen worked out on classic cages. Roger liked his

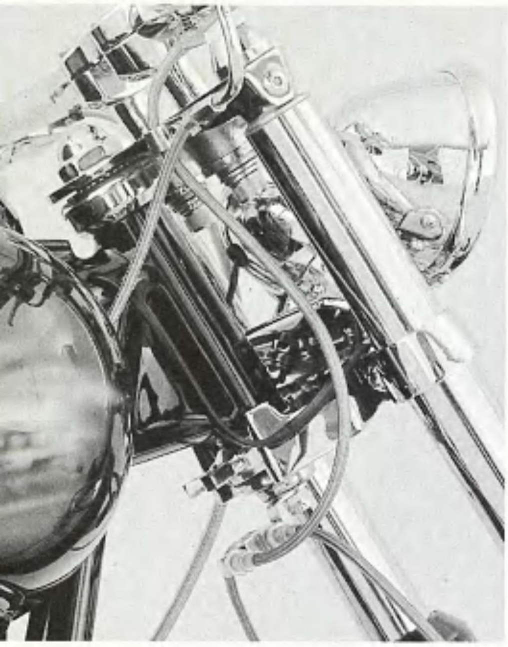


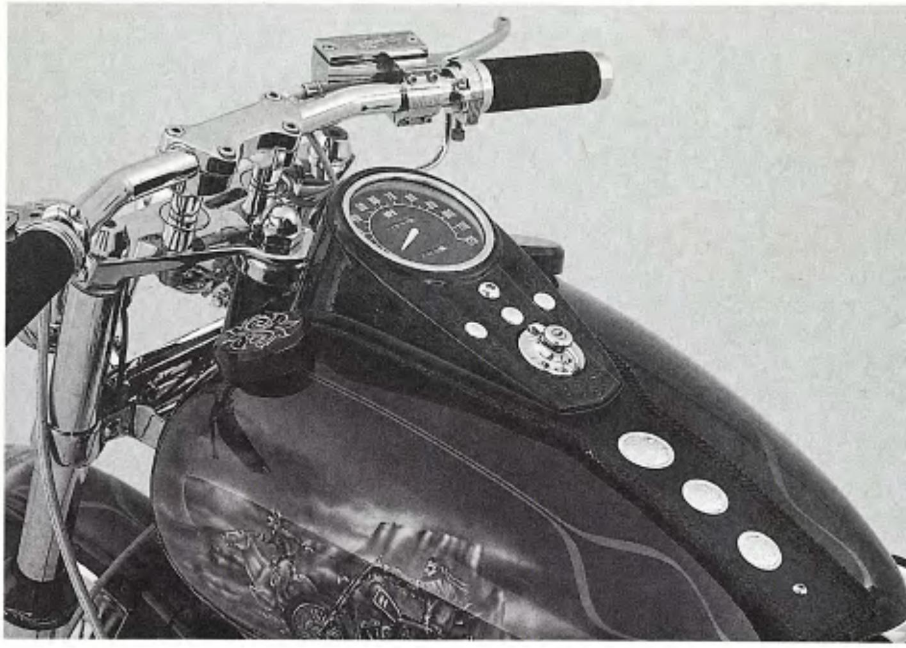


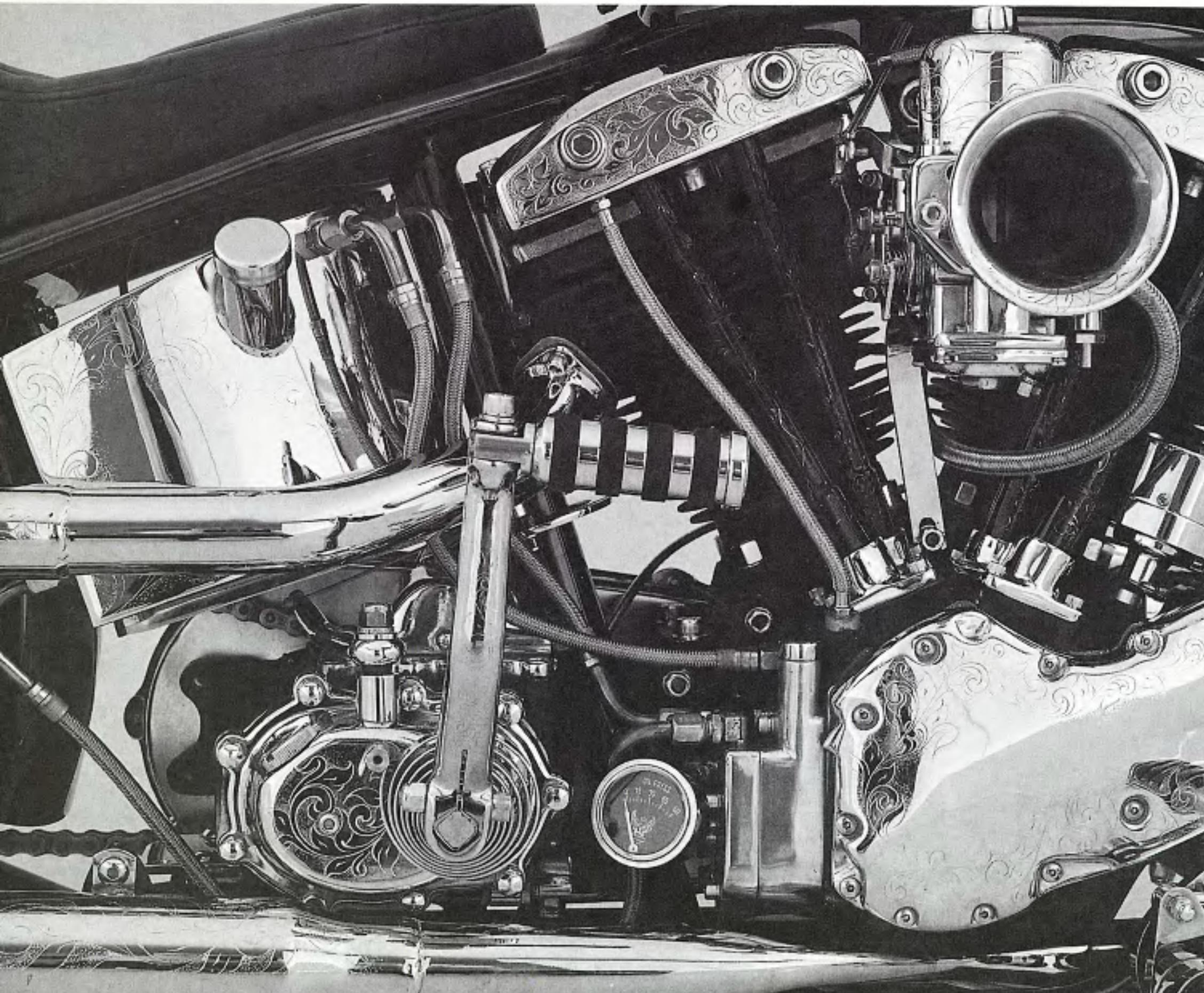
ideas. In fact, Roger had some bike building ideas of his own that he'd been dying to try out. The old panhead's condition wasn't even a problem. To do what Roger planned, he was gonna have to start from scratch anyway.

The first thing Roger did was dig out the mill and send it over to his bro, Dirty Mike, for a rebuild. The first problem was to find matching heads, since one was missing. Mike solved that with the heads off of an old shovelhead. The 86-cubic-inch









displacement was Donald's idea. He wanted something peppy, but not so hyped that it constantly tore itself apart, so 86 cubic inches seemed a happy medium.

While this was going on, Roger was busy in the shop. A tranny had to be scrounged up. Boxes had to be gone through for parts which needed to go to Brown's for chroming. And the frame had to be drilled and molded to hide the wiring harness.

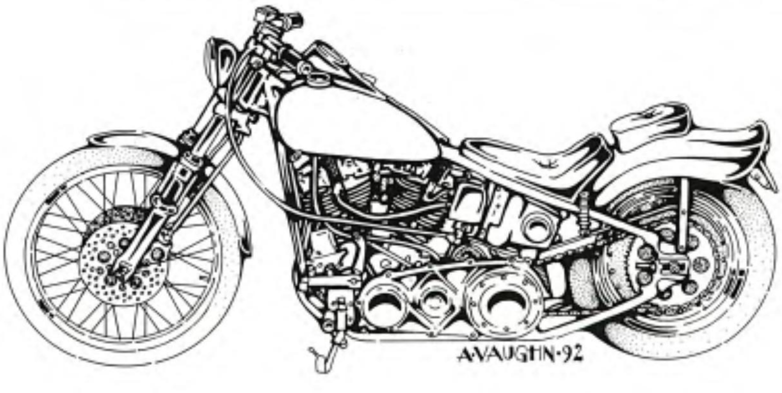
Time passed. Days turned into weeks. Weeks turned into months. Finally the mill was finished, the chroming was done, and everything was bolted together. Donald sighed, thinking the drain on his finances was about to end.

But Roger shook his head and proceeded to tell Donald that the bike just wouldn't be the Harley he had always wanted without the finishing touches of a very special paint job. Donald wanted to balk. Hell, by this time his wallet was probably screamin' bloody fuckin' murder, but in his heart he knew that Roger was right. It was settled. The bike went to Teresa Crane's Custom Paint in Pompano Beach, Florida, for her talented touch.

So how did it come out? Why don't you check out the flicks and make up your own mind? I've got enough to do.

—Silent

Owner: Donald Niece	**City:** Whitesburg, Kentucky	
General	**Frame**	
Fabrication by: Roger Teague	Year: 1988	
Year and make: 1959 H-D	Builder: Santee	
Model: FL	Type: rigid	
Value: too much	Rake: stock	
Assembly by: Roger Teague	Stretch: 2-inch	
Time: one year	Other alterations: take a look	
Chroming by: Brown's	**Accessories**	
Engine	Bars: drag	
Year: 1959	Risers: shorty	
Model: pan/shovel	Fender(s): CCI	
Rebuilder: Dirty Mike	Headlight: dual CCI	
Ignition: points	Taillight: catseye	
Displacement: 86 cubic inches	Speedo: stock	
Lower end: balanced	Front pegs: JayBrake	
Balancing: Dirty Mike	Rear pegs: JayBrake	
Pistons: S&S	Electrics: 12-volt	
Cases: H-D	Gas tank: Paughco	
Heads: ported and polished	Oil tank: Santee	
Cam: Sifton	Oil system: stock	
Lifters: solid	Primary cover: Paughco	
Carb(s): SU	Seat: Danny Gray	
Air cleaner: velocity stack	Sissybar: never	
Pipes: fishtails, Roger and Gaddy	Height: n/a	
Muffler(s): two (naturally)	Material: n/a	
Transmission	**Forks**	
Modifications: Andrews close ratio	Type: wide glide	
Year: 1990	Extension: 3 inches under	
Shifting: 4-speed	Builder: H-D, Roger	
Engine sprocket: 23-tooth	Special features: short and chromed	
Trans sprocket: 24-tooth	**Wheels**	
Wheel sprocket: 51-tooth	**Front**	**Rear**
Painting	Size: 21-inch	Size: 16-inch
Molding: Teresa Crane	Hub: H-D	Hub: Jim's Aero Glide
Painter: Teresa Crane	Rim width 1.75-inch	Rim width: 3.5-inch
Color: black	Tire: Avon	Tire: Continental
Type: lacquer	Brake: JayBrake	Brake: JayBrake
Special paint: murals		
Other special modifications: dual headlights, chain guard, skid plate, pipes, and dash panels. Special thanks to Teresa, Pearl, Gaddy, and Keith		
Photos: Michael Lichter		

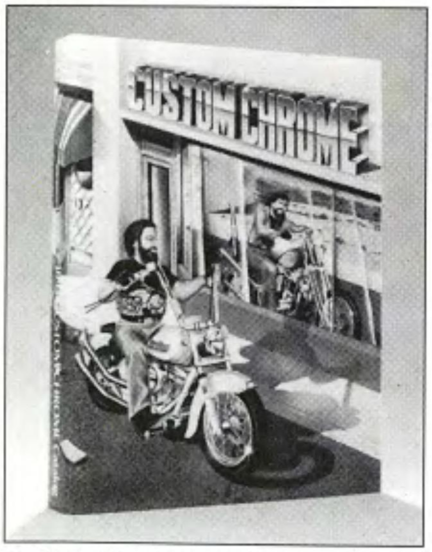


Parts Box

Tell 'em Snake sent ya!

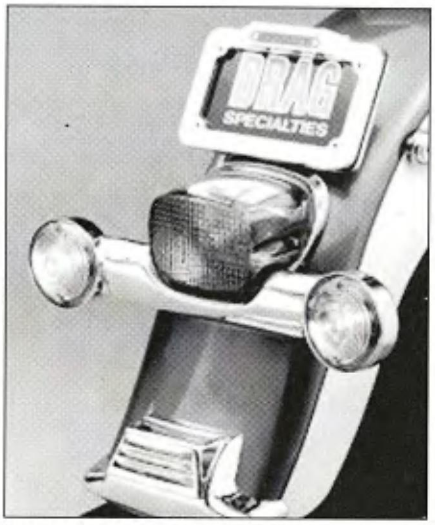
Stand-Up Flicks

A couple of years ago a brother who was impressed with our Streamliner, sent us the centerspread (of all my brothers standing behind the Liner on the Salt) laminated to plastic so it stood on its own mount. But it wasn't a freebie. He wanted a plug for his service. So here it is. He can take any flick and mount it. He convinced me by sending the blonde in the photo. For the real deal drop a quarter in a phone or on the corner of an envelope to: Stand-Up Photos, 3019 N. Gilbert Rd., Mesa, AZ 85203, (602) 461-3892.



Custom Chrome Catalog

Here's the new 1993 Custom Chrome Catalog. It's a massive, phone book-sized beast full of parts—some 8,000—for the bikes we ride. To get the name of the local dealer, or order your own copy of catalog, call Custom Chrome at (800) 729-3332.

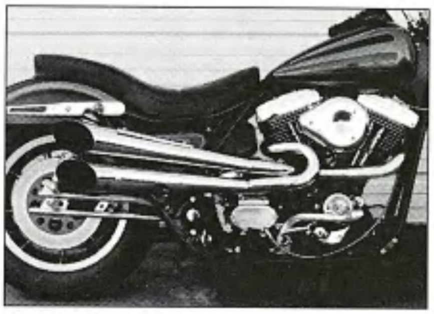


Narrow Signals

This product has class—although turn signals are the first to go from my scoots. It's the best thing you can do to improve the tail without a completely custom overhaul. This is a Drag Specialities product built by Pat Kennedy's Custom Motorcycles. They're not pot metal. They're formed and welded sheet metal, so they're strong, durable, and American-made. See a Drag Specialties dealer or send a note to Jeff Fox (he never gets any mail) at: Drag Specialties, Box 9336, Minneapolis, MN 55440. They even fit early models.

Softail Shocks

That's right, anti-bottom-out shocks for Softails: no coil springs, highly flexible, air adjustable, and lightweight. You can run 'em down by dropping a postcard to Kirk (he's lonely) c/o Sumax, Dept. ER, 337 Clear Rd., Oriskany, NY 13424. Order line: (800) 654-5546. Technical info: (315) 768-1058. FAX: (315) 768-1046.



Wrench's Shotguns

Wrench had been looking for a set of shotgun pipes for his hot FXR. He had lowered it and needed ground clearance. He also wanted something rowdy and away from the swingarm. He wasn't having much luck until he stumbled into Bartels' Performance Products and noticed a set of pipes they had designed for a race bike. Scott Bartels immediately picked up on his vision and created this set. If these turn you on, call or write Scott and tell him to make these puppies for the rest of the bros. And ask him for their catalog. Bartels' Performance Products, Dept. ER, 9461 Jefferson Blvd., Culver City CA 90232, (310) 842-8081.

Rowe Frame

This must be my lucky issue—more girls. But the frame is the item of importance (sure). It's light, single-loop, and rubbermounts a Sportster. What could be better? It's sharp-looking and built by a race car frame specialist. Should be a hot item. For more specifics drop a line to: Rowe Machine, Dept. ER 148 Batchelder Rd., Seabrook, NY 03874, or call Phone (603) 474-3330, Fax (603) 479-9114. ⊙

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CAAN'S CUSTOM

A Tough Guy's Scoot

EASYRIDERS

EASYRIDERS

The easy-on-the-eyeballs Low Rider you're looking at is owned by actor James Caan. I don't know about you, but Caan is one of my favorite stars. He's got talent, screen presence, charisma, and all that sorta crap, but I like his work mainly because he is always on one end or the other of some no-shit screen mayhem.

If you saw Caan in *Misery*, you're bound to recall his role as the romance writer held captive by a deranged female fanatically devoted to his books. Who could forget the barely-able-to-watch-this-kinda-shit scene where she rebreaks Caan's already shattered legs by driving a wooden wedge into the splints holding them? Great stuff, right?

But that's just the beginning. Naturally, everyone remembers Kickass Caan righteously pounding butt as Mafioso Sonny Corleone in *The Godfather*. I love the part where Sonny beats the piss out of his brother-in-law. I think Caan's use of garbage cans to hammer the hi-test outta the sumbitch was an especially nice touch. Then, of course, there's the scene at the toll booth, where Sonny takes on lots of extra ballast in the form of several pounds of hot lead sprayed from submachine guns.

And let's not overlook Caan's performance in *Thief*. In that movie he . . . but I digress.

The knockout custom Caan rides was built by Billy Westbrook. The actor happened to meet a guy who had some work done by Westbrook. Caan liked what he saw, so he showed up one day at Billy's shop—Westbrook Originals—in North Hollywood, California. Caan described the style of motorcycle he wanted—an older, classic, Harley-Davidson look, but subtle and clean. Beyond that, Caan gave Billy a free rein, and Billy took things from there.

If you look closely at this motorcycle, you'll appreciate Billy's →

outstanding job of adhering to Caan's general idea while creating a simple and clean—but altogether unique—custom ride. The finished product reveals modifications as extensive as they are subtle.

The tank, for example, sports eight different shades of green, but it sports them quietly—quality doesn't need to shout. The dash runs the full length of the gas tank, and Billy stuck to the classic lines. But he avoided the older, bulky appearance by fitting the stock lights, ignition, and so forth into the tank artfully and with finesse.

But don't get the idea that this is some kinda Hollywood Harley—all looks and no heart. For openers, before receiving its present paint job, the '88 FXRS was ridden in primer for over a year. That gave Billy plenty of time to determine what alterations would result in a better road machine.

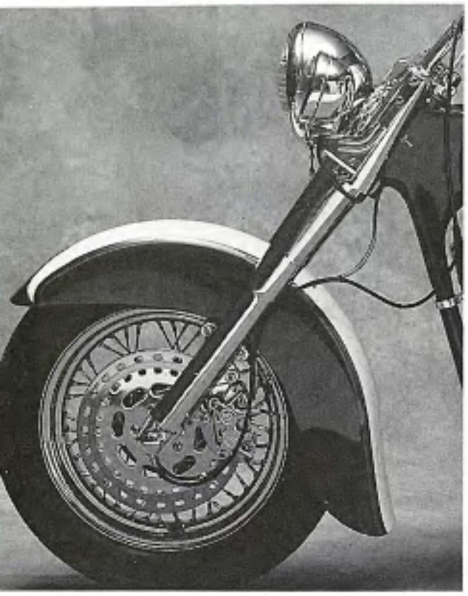
For example, he moved the shocks forward to shift the weight in front of the axle. This change not only lowered the motorcycle, but also gave it a stability the stock configuration lacked. Other work—from determining the precise turning radius for the front end, to installing an improved brake system—further enhanced the bike's power and handling.

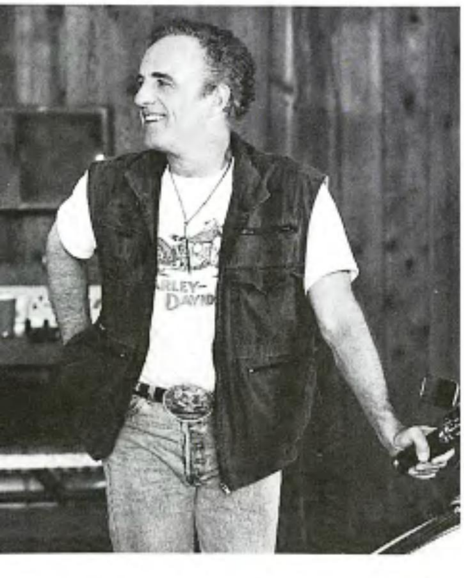
So that's the story from Tinseltown. Billy Westbrook continues to build dynamite motorcycles there, and Drag Specialties is manufacturing some parts that he designed for this bike.

And James Caan? Well, Billy says that when Caan gets his brain too stuffed with Hollywood Hassles and Movie Madness, he straddles the ol' Low Rider and guns around the Southern California hills and canyons, letting all that head shit blow away in his slipstream.

Now if that ain't a happy ending, I don't know what is.

—Torquin' Tom

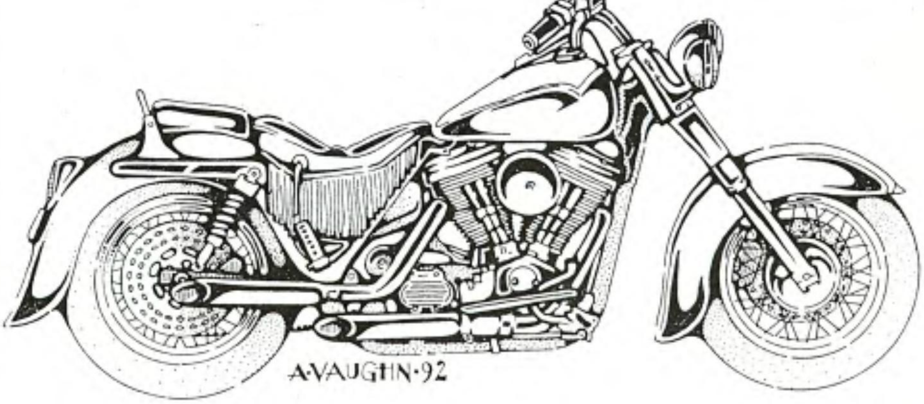




Owner: James Caan	**City:** Beverly Hills, California	
General	**Frame**	
Fabrication by: Westbrook Originals	Year: 1988	
Year and make: 1988 H-D	Builder: Westbrook Originals	
Model: FXRS Low Rider	Type: rubbermount	
Value: $35,000	Rake: 10-degree	
Assembly by: Westbrook Originals	Stretch: none	
Time: forever	Other alterations: take a look	
Chroming by: Louis at Supreme, Astro Plating	**Accessories**	
Engine	Bars: Westbrook Originals	
Year: 1988	Risers: one-piece bars	
Model: Evo	Fender(s): modified stock	
Rebuilder: huh?	Headlight: stock	
Ignition: Screamin' Eagle	Taillight: Westbrook Originals, stock lens	
Displacement: 80 cubic inches	Speedo: old stock	
Lower end: stock	Front pegs: stock FLH	
Balancing: nope	Rear pegs: factory	
Pistons: factory	Electrics: 12-volt	
Cases: H-D	Gas tank: Westbrook Originals	
Heads: Axtell	Oil tank: stock	
Cam: Screamin' Eagle	Oil system: factory	
Lifters: Screamin' Eagle	Primary cover: H-D	
Carb(s): Screamin' Eagle	Seat: Westbrook Originals	
Air cleaner: Screamin' Eagle	Sissybar: handrail	
Pipes: Westbrook Originals	Height: 4 or 5 inches	
Muffler(s): slashcut mufflers	Material: cold rolled steel	
Transmission	**Forks**	
Modifications: nary a one	Type: '88 Heritage front end	
Year: 1988	Extension: none	
Shifting: stockaroo	Builder: Westbrook Originals	
Engine sprocket: stock, too	Special features: none	
Trans sprocket: factory original	**Wheels**	
Wheel sprocket: box stock	**Front**	**Rear**
Painting	Size: 16-inch	Size: 16-inch
Molding: Westbrook Originals	Hub: H-D	Hub: H-D
Painter: Westbrook Originals	Rim width: stock	Rim width: stock
Color: beige, dark and metallic greens	Tire: rubber	Tire: inflated
Type: urethane	Brake: Perf. Mach.	Brake: Perf. Mach.
Special paint: not really		

Other special modifications: Gas tank narrowed and remounted to fit rubbermount frame. Fenders, struts, taillight, license plate holder, and dash are all extensively modified.

Photos: Silvermoon



WORLD'S FIRST MOTORCYCLE

Easyriders Rocks Motorcycle History

Get a bunch of history-freak bros around a keg of beer, and you'll soon have loud words (and small bets) about who built the first motorcycle in the world—the first two-wheeler able to get down the road with the rider in the kick-back mode.

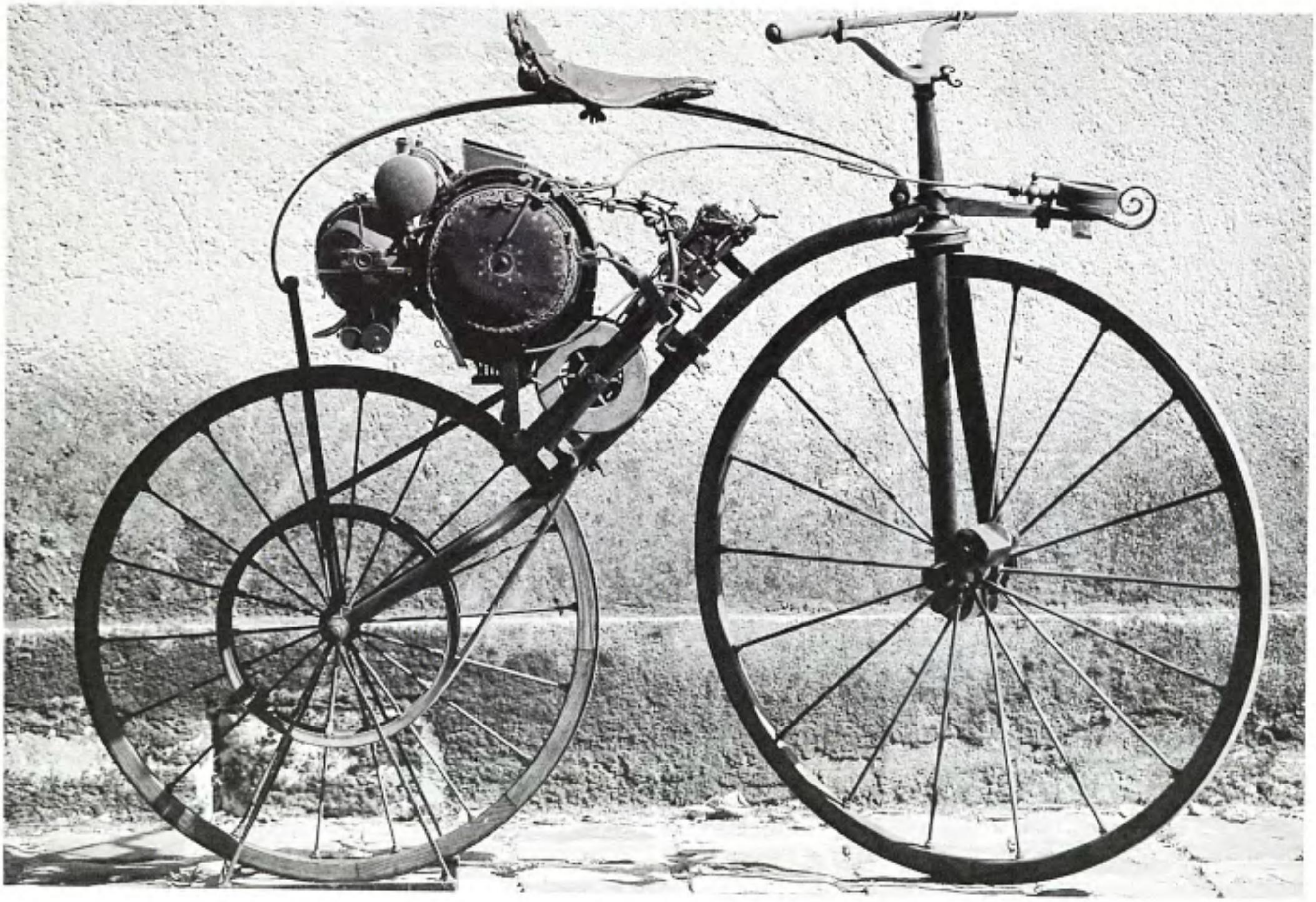
Most of the yelling will favor Gottlieb Daimler, of Germany, but Daimler's motorcycle of 1885 had "training wheels." No way, bros. The biker heritage could hardly originate from anything like that (even if it did have an internal combustion engine).

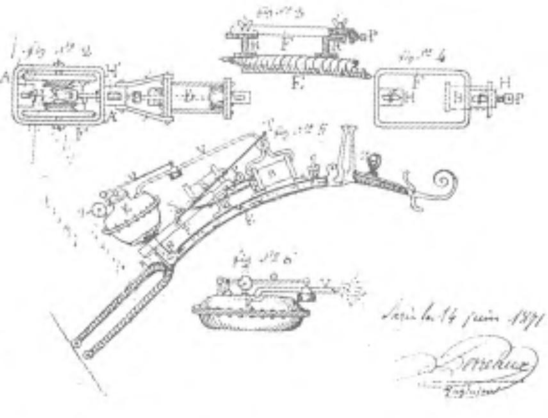
Besides, somebody was in the wind before Daimler. In June of 1871, a Frenchman, Louis-Guillaume Perreaux, patented a steam-powered "velocipede" that you can see in the museum of the I'le de France today.

The French led the world in applying engines to ground transportation

S.H. Roper, an American , also built a steam-powered two-wheeler about the same time, but Perreaux has the better claim to "first" because his patents have dates. By contrast, nobody knows exactly when Roper built his bike. American historians assign it to 1869, but that's a raw guess made to try to stay even with Perreaux's first patent of 1868.

During the 19th century and the early part of the 20th, the French led the world in applying engines to ground transportation. They used steam because steam was what they had, and the tradition starts as early as 1769, when Nicolas-Joseph Cugnot, a military officer, built a monstrous trike with a steam boiler and two big, fat cylinders mounted above the front wheel.





In drawing technical inspiration from oxcarts, he neglected to put brakes on it. The thing got away from him on a demonstration run and smashed against a stone wall. Cugnot thus sponsored the world's first self-propelled "automobile" and the first car wreck on the same day.

Cugnot did build a second trike, but the machinists of the day couldn't get a good fit between the big cylinder and its piston and much of the steam pressure escaped as blow-by. The limitations of metalworking, then, caused the notion of steam propulsion to languish.

It also languished because nobody entirely understood the physics of how hot steam could make an engine work. Around 1830, Sadi Carnot, also French, pointed to heat itself as a form of energy and thus opened the way for James P. Joule (an Englishman, this time) to define the laws of thermodynamics that explain how heat does work. From Carnot and Joule, engineers like Perreaux learned how to build an efficient steam engine that was small enough to fit into a bicycle frame.

Obviously, Perreaux had to have a bicycle to put the engine in, and he got that from another Frenchman, Pierre Michaux, who patented the use of foot pedals for two-wheel propulsion in 1861 (another "first"). Michaux exhibited his velocipede at the Universal Exposition of 1867, and Perreaux began working with him about that time.

Michaux's bicycle does not satisfy modern standards. The front wheel, wooden spoked and banded with an iron tire, stands about 36 inches high, with the pedal crank serving as the axle. The forks stand completely vertical—no rake, no trail.

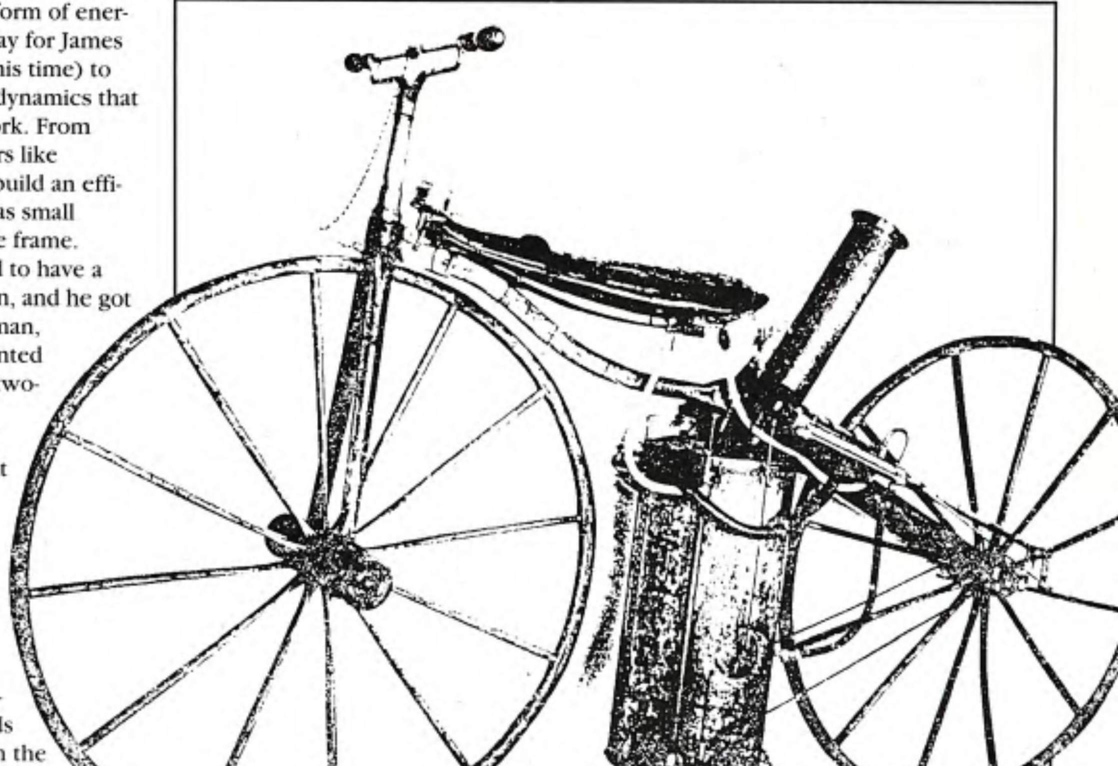
The rear wheel is about 30 inches high, and a single *colonne vertebrale*, or backbone, curves from the rear axle to the steering head to connect the two wheels. A single-leaf spring arches from the neck to a bracket on the rear wheel to provide a place to mount the seat and to provide a "suspension" system.

Perreaux teamed up with Michaux to improve the bike, his first effort being a series of Rube Goldberg braking systems that used the rotation of the wheels to tighten cables that applied the brakes. Perreaux patented such a brake on December 24, 1868, receiving patent number 83691. Meanwhile, he was working on his steam engine and getting it into the frame. He succeeded, and the patent for the steam-powered bike bears the date of June 14, 1871.

Like his brakes, Perreaux's steam cycle looks like a contraption. The patent drawing shows the hollow tube of the *colonne vertebrale* as a fuel tank, with the fuel supplying a burner under a primitive boiler (improved in later patents). The boiler feeds a double-acting steam cylinder with a 22mm bore and a piston stroke of 80mm. The piston drives a crankshaft with a small flywheel at each end, and the two flywheels drive the rear wheel via round, leather belts.

"Double-acting" means that steam goes, in turn, to both the top and bottom of the piston. This gets power out of both strokes, up and down, but it

Illustration courtesy of Smithsonian Institute



S.H. Roper's American-made, steam-powered motorbike was built in 1869.

Arrête ce qui suit:

Article premier.

Il est délivré au S.r Perreaux (L. G.), Ingénieur-civil, à Paris, rue Jean-Bart, 8,

sans examen préalable, à ses risques et périls, et sans garantie, soit de la réalité, de la nouveauté ou du mérite de l'invention, soit de la fidélité ou de l'exactitude de la description, un brevet d'Invention de Quinze années, qui ont commencé à courir le 26e Décembre 1868, pour un vélocipède à grande vitesse.

requires a "cross-head" link between the piston and the crank shaft.

Slide valves, linked to and "timed" with the crankshaft (just like on a steam locomotive), let fresh steam into and exhaust steam out of the cylinder. The boiler has an automatic pressure-relief valve, and a length of tubing takes pressure to a gauge in front the handlebars. The gauge measures "atmospheres" in units of 14.7 pounds per square inch and is graduated from 0 to 6, which implies that Perreaux's engine could operate at up to 90 psi. In practice, the working pressure ran about 3-1/2 atmospheres, or about 52 psi—quite a respectable pressure in those days.

Speed could be regulated by a valve between the boiler and the cylinder, and in an emergency—for example, a fat pig or *une tres belle jeune fille* crossing the road—the rider could dump boiler pressure by working a lever. For all Perreaux's concern about stopping, though, the 1871 patent drawing shows no brakes at all. To stop, the rider had to get his feet into "sync" with the whirling foot pedals and retard the front wheel by back-pedaling. Try that on a 36-inch wheel making about 90 revs per minute (i.e., 10 mph).

Perreaux also had to keep the bike moving as the piston passed top and bottom dead center. For a brief instant at top and bottom, the piston would come to a halt, and that halt would be transmitted to the rear wheel. To get around that jerkiness, he built a ratchet-and-pawl clutch into the small flywheels.

As the piston slowed when passing dead center, the ratchet teeth "coasted" over the pawls. When the next charge of steam gave the crankshaft another spin, the pawls would catch up to the ratchet teeth and give the bike another thrust down the road. That worked, but it must have added to the shaking (and you think a V-twin vibrates?).

In contrast to Perreaux, Roper unitized his burner and boiler into a huge canister hanging vertically between the wheels, with a good-sized exhaust stack right behind the rider. In view of the weakness of small leather belts, Roper used two cylinders, one on each side of the rear wheel and with the connecting rods going to a pedal crank. To stop, the rider had to dump pressure, then shut down the fire—Quick!—before boiler pressure got too high.

Roper's machine certainly gave as rough a ride as Perreaux's, and probably cost as much, so it never got into production. The one example spent its life as a side show attraction advertised as able to "outrun the fastest horse." It now reposes in the Smithsonian Institute.

The French had got pissed off at the English in 1336 when Brit longbowmen won the Battle of Crécy, and they hadn't forgiven the English by 1871. Thus, the French were slow to adopt James Watt's definition of "horsepower," and no hp rating for Perreaux's engine has been given. However, the engine is known to have developed 4 kilogram-meters of torque, which works out to about 29 foot-pounds—not bad for a 22mm cylinder.

Did it work? Apparently, Perreaux's machine worked very well, indeed. With a "curb weight" of 61 kilograms, or about 135 pounds (add 160 pounds for the rider), and using alcohol for fuel, it could run two to three hours on its 3-liter water supply, and could "cruise" at 20 kilometers per hour, or about 12.5 mph. Flat out, it made 35 kph, or 22 mph—absolutely breathtaking in 1871, and absolutely bone-breaking on the roads of the time.

Justifiably proud of their work, Michaux and Perreaux offered their motorcycle to the public at a price of 3,000 gold francs each. An "average" French worker of the day earned one franc per day for a six-day work week, which put Perreaux's motorcycle among the more ultimate luxury goods—about like buying a Ferrari today.

That gold franc exchanged for $5 in 1871, so an "average" American earning $60 per month would have waited even longer to buy a Perreaux motorcycle.

Besides its limitations of range, comfort, and handling, to go high-side on Perreaux's ungainly ride risked spilling flammable alcohol and boiling water in the immediate vicinity. The prospect of being roasted and boiled at the same time tended to discourage buyers, so Perreaux sought to install steam engines on the more stable trikes.

A patent of 1872 shows a tricycle chassis with a two-throw crankshaft built into the rear axle, which suggests a two-cylinder engine. However, Perreaux's trike of 1882 (maybe earlier) has the one-lunger engine rigged to drive the front wheel.

While they were working on that, Nicholas Otto and Karl Benz, a couple of smart Germans working independently, learned how to make internal combustion engines work. Internal combustion gave two-wheelers a compact, lightweight power option, and that ended the steam-powered bikes.

That's progress, fairly enough, but it takes nothing away from the fact that Perreaux was (apparently) the first to show the world that people could travel fast on two wheels without moving their feet at all. Bikes have come a long way in 120 years, bros, but somebody had to blaze the first trail. Credit Claude-Guillaume Perreaux with that.

—Don Sharp

Perreaux's ungainly ride risked spilling flammable alcohol and boiling water in the immediate vicinity

Thanks to Joel Smith; to Michélina, our French editor, for help with translation; to Benoit Cibrario and Philippe Dubois, of Paris, France, for documentation; and, to Claude Reynaud of Sorgues, France, member of Les Amis de Louis-Gullaume Perreaux society and author of La Prehistoire de la Moto, for technical information. ⊙

Photos: Emmanuel Joffet

5th ANNUAL
$35,000
INVITATIONAL

Easyriders
BIKE AND TATTOO SHOW TOUR
1993

FEBRUARY 19, 20, 21

VETERANS MEMORIAL • COLUMBUS, OHIO
300 W. BROAD ST. (JUST WEST OF THE SCIOTO RIVER)

FRIDAY 5 PM-MIDNIGHT • SATURDAY 10 AM-MIDNIGHT • SUNDAY 10 AM-6 PM

TATTOO SHOW SATURDAY AND SUNDAY
BIKE AWARDS SHOW STARTING AT 5 PM SUNDAY

SELLER SPACES AVAILABLE — CALL KARI ROBEN (818) 889-8740

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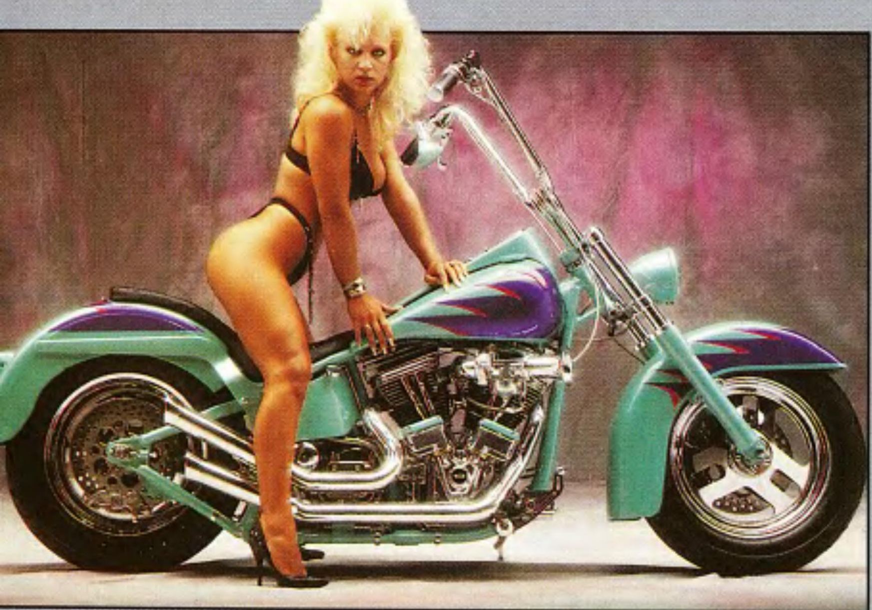
Easyriders
BIKE AND TATTOO SHOW TOUR
1993

Easyriders Fifth Annual $35,000 Invitational Bike & Tattoo Show

Check Out The Biggest Show Of The Year In Columbus, Ohio.



What's On Tap:

- Every outrageous bike featured in *Easyriders* 1992 issues
- All the Reader's Ride and Foxy Rider bikes seen in *Easyriders* 1992 issues
- The 12 Foxes you lusted over in *Easyriders* Fox Hunt in 1992
- All the scoots showcased in *In The Wind* in 1992
- The bad bikes you drooled over in *Biker* throughout 1992
- An unbelievable David Mann centerspread!

$35,000—Judge For Yourself

You Be The Judge

For the 5th Annual *Easyriders* Invitational Bike and Tattoo Show

Mail in your vote

We want you to be the judge of your favorite bikes that were featured in *Easyriders, In The Wind,* and *Biker* magazines, and, of course, your favorite Fox who will receive the title: 1992 "Fox Of The Year."

We want your thoughts about the bikes you like, the styles you like, and the models you want to spend the rest of your life with—or just the night. You have the right to vote, so use it.

Here's the plan:

1) Look through the next 32 pages and choose your five favorite bikes—not necessarily in order. One vote per bike.

2) Next, vote on your favorite Fox. Sorry, guys, you can only vote for one.

3) Write down your votes on stationary, toilet paper, a postcard, or a paper bag . . . we'll leave that up to you. Mail it to: *Easyriders* Bike Show and Fox Of The Year Vote, Box 3000, Agoura Hills, CA 91376-3000.

4) Only one vote per household accepted.

Your votes need to hit our box by **February 14.**

Free Gift—I knew that would get your attention. After we receive your votes, we'll put your name in a raffle for a muggy, T-shirt, Bike Show Video, or tickets to the show. 'Course, if you want to score, you'll have to include a return address.

To find out more about the Fifth Annual *Easyriders* $35,000 Invitational Bike & Tattoo Show, February 19, 20, and 21, 1993, at the Veterans Memorial Hall, Columbus, Ohio—or how you can enter your bike—keep reading.

Invitational Category

Classes—$35,000 & Prizes—Trophies

Here's how it works: All the bikes that appeared in *Easyriders, In The Wind,* and *Biker* during the 1992 cover-dated issues are listed in this section. You, the readers and spectators at the event, pick the winners by mailing in your votes. The bikes on these pages must be displayed at the show to be eligible to win. No bike may win more than one class. For example, if the Best of Show winner is a shovelhead, then the shovelhead with the next greatest number of votes will win first place in the shovelhead category, and so on.

Invitational Class

$ 20,000 & Contingency Prizes
Best of Show —$10,000

1st **$5,000**	2nd **$3,000**	3rd **$2,000**
Shovelheads **$2,000** 1st $1000 · 2nd $500 · 3rd $300 · 4th $200	**Blockheads** **$1,000** 1st $500 · 2nd $300 · 3rd $200	**Panheads** **$1,000** 1st $500 · 2nd $300 · 3rd $200
Knuckleheads **$1,000** 1st $500 · 2nd $300 · 3rd $200	**Sportsters** **$1,000** 1st $500 · 2nd $300 · 3rd $200	**Restored** **$1,000** 1st $500 · 2nd $300 · 3rd $200
Reader's Rides **$1,000** 1st $500 · 2nd $300 · 3rd $200	**Fox of the Year** **$1,000** Plus transportation, lodging & *Easyriders* outfits	**Foxy Riders** **$1,000** 1st $500 · 2nd $300 · 3rd $200

*Shovelhead class pays more because there are many more shovelheads competing.

Contingency Sponsors Include:

- Performance Machine
- Run Roader
- Custom Chrome
- Nempco
- Crane Cam
- Chrome Specialties
- Avon Tyres
- Drag Specialties
- Sumax Cycle Products

Preview Category—$5,000 & Trophies & Contingency Prizes
Bikes That Weren't In The Magazine But Deserve To Be.

1st— $2,000	4th—$300	7th—$100	10th—$100	13th—$100
2nd—$1,000	5th—$200	8th—$100	11th—$100	14th—$100
3rd— $500	6th—$100	9th—$100	12th—$100	15th—$100

To Enter Your Bike Call Buffy 818-889-8740
All entries will receive a participation trophy and admission for two for all three days. ($60 value)

The top five bikes of the show will be eligible for a photo shoot in either *Easyriders, In The Wind,* or *Biker*.

Sponsored by *Easyriders* magazine— promoted by Teresi, Inc.

EASYRIDERS

Easyriders BIKE AND TATTOO SHOW TOUR 1993

Here's a biker election handled in the American, democratic, upfront manner. We show you our best—and you vote on 'em. On the following pages are some of the finest bikes ever built, and they were all featured in *Easyriders* during 1992. The range and depth of customizing has no limits, but it's up to you to point out the bikes you like best. Put a stamp on a postcard and send in the numbers of your five favorites to: *Easyriders* Bike Show Vote, P.O. Box 3000, Agoura Hills, CA 91376-3000. The winners will be awarded at the Fifth Annual *Easyriders* Custom Bike and Tattoo Contest in Columbus, Ohio, February 19-21, 1993. And you're welcome to come down and see which bikes pulled the strongest voting block. Be there.

01 Restoration—That's The Name Of The Game

Owner: Rudy Pock
City: Monrovia, California
Builder: Paul Wheeler
Model 1955 FL Hydra Glide
Issue: *Easyriders* January '92
Photo: Peter Dukus

02 Hogzilla—An Evo Eliminator

Owner: Billy Gibbons
City: Houston, Texas
Builder: Syntassein
Model: '91FLSTF
Issue: *Easyriders* January '92
Photo: Steve Coonan

03 Rugged Ride

Owner: Jerry Ibanez
City: Belmont Shore, California
Builder: Burchinal's Performance
Model '87 Evo
Issue: *Easyriders* January '92
Photo: Raiko Hartman

04 Personalized Performance

Owner: Mike Crawford
City: Portsmouth, Ohio
Builder: owner
Model: '75 shovelhead
Issue: *Easyriders* January '92
Photo: Mike Lichter

05 It's Been Finched

Owner: Pete Smith
City: Lockport, New York
Builder: Motorcycle Supermarket
Model: '57 panhead
Issue: *Easyriders* February '92
Photo: Mike Lichter

02

04

03

05

FEATURE BIKES

Mail In Your Votes—You Could Win A Prize
Easyriders Bike Show Vote
P.O. Box 3000
Agoura Hills, CA 91376-3000

06 Wildman's Ride

Owner: Steve Dennison
City: Falmouth, Massachusetts
Builder: Cycle Fab
Model: '87 Evo
Issue: *Easyriders* February '92
Photos: Steve Coonan

07 Powder Blue Star Cruiser

Owner: Captain Kirk
City: Seaside, California
Builder: Two Wheel Thunder
Model: '79 FLH
Issue: *Easyriders* February '92
Photos: Raiko Hartman

08 Wild Horses

Owner: Rick Bramlette
City: Los Angeles, California
Builder: Elvis, Hawg Dawgs
Model: '87 Softail
Issue: *Easyriders* February '92
Photos: Raiko Hartman

09 Shades of Black

Owner: Kirk Van Scoten
City: Westmoreland, New York
Builder: Team Sumax
Model: '77 panhead/shovelhead
Issue: *Easyriders* February '92
Photos: Mike Lichter

10 Sleeper Pan

Owner: Wilbur Libby
City: Alexandria, New Hampshire
Builder: Mike McCann
Model: '50 FL
Issue: *Easyriders* March '92
Photos: Steve Coonan

11 North Border Beauty

Owner: Ken Heaslip
City: Hagersville,Ontario
Builder: Polle's Cycle
Model: '87 Evo
Issue: *Easyriders* March '92
Photo: William Goc

12 Flyin' Eye

Owner: Keith Maschinot
City: Ft. Lauderdale, Florida
Builder: C & L Hog Shop
Model: '78 shovel
Issue: *Easyriders* March '92

13 A Man's Pride

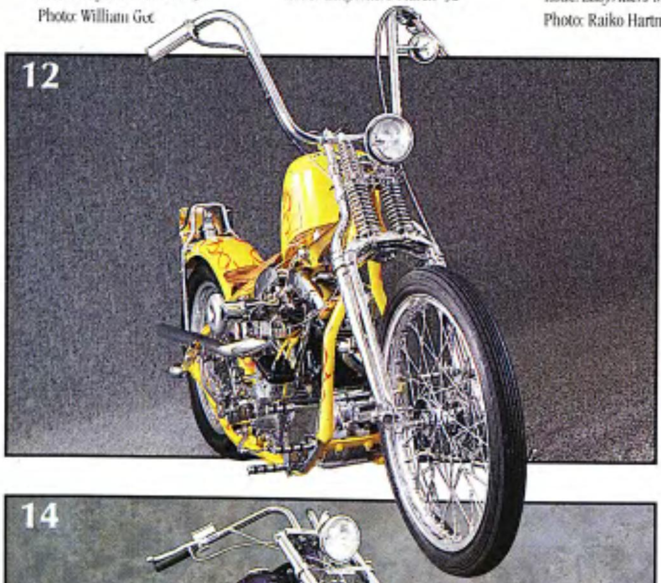
Owner: Raul Sandoval
City: San Diego, California
Builder: Dago Choppers/owner
Model: '91 H-D/'84 shovelhead
Issue: *Easyriders* March '92
Photo: Raiko Hartman

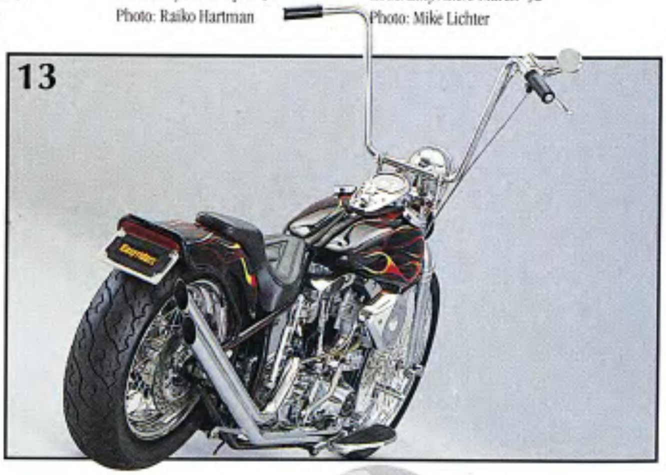
14 Elegant Obsession

Owner: Brook Bryant
City: Oceanside, California
Builder: Brook Bryant
Model: '90 Evo
Issue: *Easyriders* April '92
Photo: Raiko Hartman

15 Red Rose Rises

Owner: Gary Randell
City: Ft. Lauderdale, Florida
Builder: Captain & Buz
Model: '71 Triumph T120
Issue: *Easyriders* March '92
Photo: Mike Lichter





FEATURE BIKES EASYRIDERS

Don't Forget To Vote For Your Top Five

16 Sold American

Owner: Richard Davis
City: Clovis, California
Builder: Iron Hog
Model: '79 shovelhead
Issue: *Easyriders* April '92
Photo: Peter Dokus

17 Bandit's VL

Owner: Bandit
City: Agoura Hills, California
Builder: H-D, M.F. Egan
Model: '31 Big Twin side valve
Issue: *Easyriders* April '92
Photo: Raiko Hartman

18 Hotop's Iowa Evo

Owner: Don Hotop
City: Fort Madison, Iowa
Builder: Don's S & C
Model: '91 FXRS
Issue: *Easyriders* April '92
Photo: Mike Lichter

19 Project 1990

Owner: Terry & Darlene Shaw
City: Zanesville, Ohio
Builder: owner/B&B Cycle Service
Model: '63 panhead
Issue: *Easyriders* April '92
Photo: Silvermoon

20 Precision

Owner: Gregg Jones
City: Glen Avon, California
Builder: Precision M/C Concepts
Model: '71 shovelhead
Issue: *Easyriders* May '92
Photo: Raiko Hartman & Jim Gianatsis

21 Project X

Owner Elyria H-D
City: Elyria, Ohio
Builder: Mike Peplin
Model: '87 FLXR
Issue: *Easyriders* May '92
Photo: Chuck Emery

22 Tintop Chop

Owner: Jimmy Canoy
City: High Point, North Carolina
Builder: Jimmy "Guru" Gearren
Model: '51 panhead
Issue: *Easyriders* May '92
Photo: Bill Ellis

23 Quick Street Custom

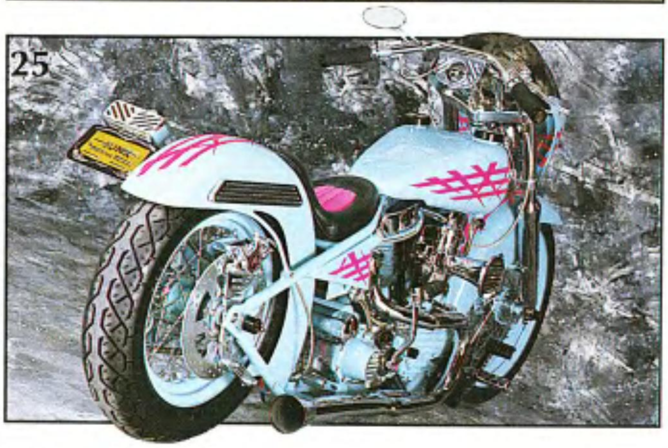
Owner: Don Leber
City: Vista, California
Builder: American Motorcycle
Model '90 Special Construction
Issue: *Easyriders* May '92
Photo: Raiko Hartman

24 Freedom Machine

Owner: Neil Shannon
City: Boulder City, Nevada
Builder: H-D, owner
Model: '87 Low Rider
Issue: *Easyriders* May '92
Photo Raiko Hartman

25 Project Pan

Owner: Fred Bohacek Jr.
City: New Bedford, Ohio
Builder: owner
Model: '48 panhead
Issue: June '92
Photo: Silvermoon



FEATURE BIKES
EASYRIDERS

26 Pretty Poison

Owner: Brian Nusker
City: Miami Beach, Florida
Builder: owner
Model: '61 Sportster
Issue: *Easyriders* June '92
Photo: Silvermoon

27 The Midas Touch

Owner: Chris Easley
City: Las Vegas, Nevada
Builder: Cutter Custom Cycles
Model: '91 FXRS
Issue: *Easyriders* June '92
Photo: Raiko Hartman

28 Project Ree-Ject

Owner: John Reed
City: Morgan Hills, California
Builder: owner
Model: '92 Evo
Issue: *Easyriders* June '92
Photo: Raiko Hartman

29 Maxed Out And Mean

Owner: John Martello
City: Van Nuys, California
Builder: The Corvette Shop
Model '81 shovelhead
Issue: *Easyriders* June '92
Photo: Peter Dokus

30 Knuckle Knostalgia

Owner: Barry Cooney
City: San Diego, California
Builder: owner
Model: '46 knucklehead
Issue: *Easyriders* July '92
Photo: Raiko Hartman

31 Shady Lady

Owner: Rick McGee
City: San Jose, California
Builder: Bay Area Custom Cycles
Model: '84 shovelhead
Issue: *Easyriders* July '92
Photo Silvermoon

32 The Future

Owner: Carl Morrow
City: Santa Fe Springs, California
Builder: Carl's Speed Shop
Model: '90 XL/Evo Sportster
Issue: *Easyriders* July '92
Photo: Silvermoon

33 Two Hot To Handle

Owner: Bill DeSantis
City: Malibu, California
Builder: owner
Model '91 Evo
Issue: *Easyriders* July '92
Photo: Raiko Hartman

34 Purple Passion

Owner: Dave Ables
City: Altoona, Iowa
Builder: Super Dave's Custom Cycles
Model: '90 Evo
Issue: *Easyriders* July '92
Photo: Chuck Emery

35 Plenty Kick-Ass & Trick

Owner: Donnie Smith
City: Brooklyn Park, Minnesota
Builder: owner
Model: '91 Special Construction Evo
Issue: *Easyriders* August '92
Photo: Michael Lichter

FEATURE BIKES EASYRIDERS

36

Vote For The
Best Or Ride
With The Rest

36 A Traditionalist

Owner: Robert Castro
City: Palm City, Florida
Builder: owner
Model: '76 shovelhead
Issue: *Easyriders* August '92
Photo: Michael Lichter

37 Midnite Rider

Owner: Barb Barbieri
City: W. Collingswood Hts., N.J.
Builder: Chris Barbieri
Model: '88 FXRS
Issue: *Easyriders* August '92
Photo: Gary Iglarsh

38 Ugly Bike

Owner: Rick Hallett
City: Malibu, California
Builder: Brouett/McCloskey
Model: '90 Softail
Issue: *Easyriders* August '92
Photo: Silvermoon

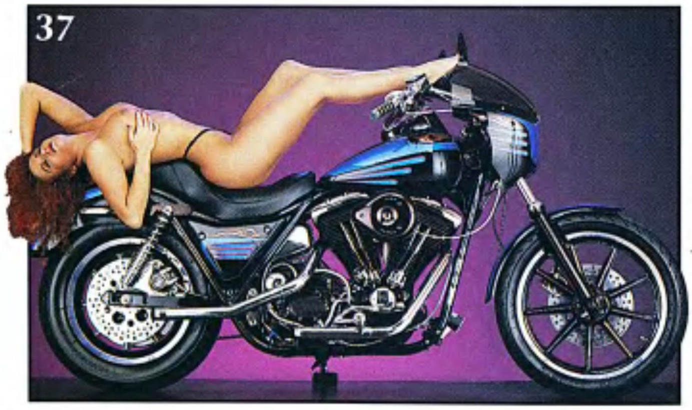
39 The Champ

Owner: Ray Tewksbury
City: Tampa, Florida
Builder: Custom Cycle City
Model: '90 shovelhead
Issue: *Easyriders* August '92
Photo: Michael Lichter

40 Show Indians

Owner: Michael Fisher
City: Oakdale, California
Builder: Indian
Model: '47 Indian
Issue: *Easyriders* September '92
Photo: Silvermoon

37



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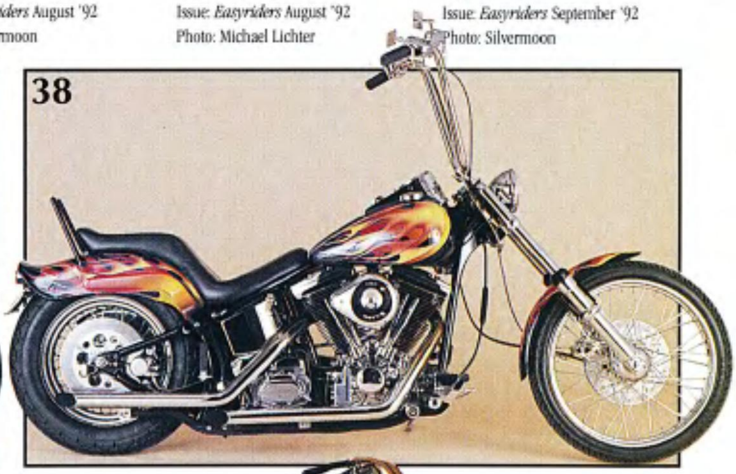

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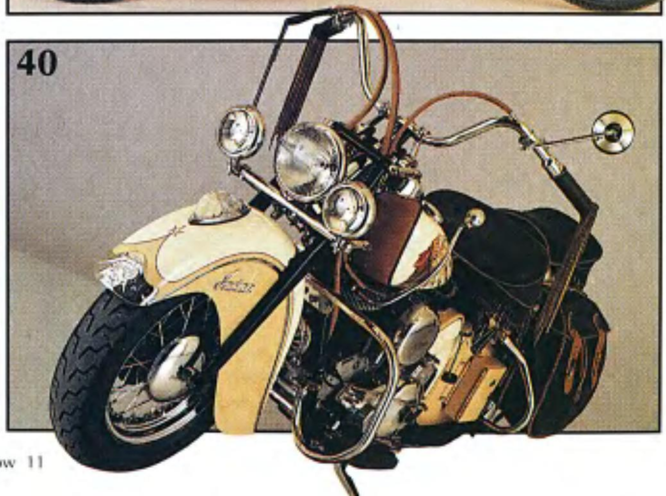

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41 Show Indians

Owner: Glenn Hartzell
City: Bechtelsville, Pennsylvania
Builder: Indian Reservation Cycle
Model: '48 Chief
Issue: *Easyriders* September '92
Photo: Steve Coonan

42 Creative-Ness Returns

Owner: Arlen Ness
City: San Leandro, California
Builder: owner
Model: '87 FXRP
Issue: *Easyriders* September '92
Photo: Raiko Hartman

43 Too Easy

Owner: Scot Davis
City: Poughkeepsie, New York
Builder: owner, Zack's V-Twin
Model: '67 shovelhead
Issue: *Easyriders* September '92
Photo: Steve Coonan

44 Dead Trees

Owner: Maiko Saravia
City: Hermosa Beach, California
Builder: Will & Maiko
Model: '89 FXSTS
Issue: *Easyriders* September '92
Photo: Silvermoon

45 Fata Morgana

Owner: Willi Henke
City: Hagen, Germany
Builder: owner
Model: '80 shovelhead
Issue: *Easyriders* September '92
Photo: Dittrich Foto Design

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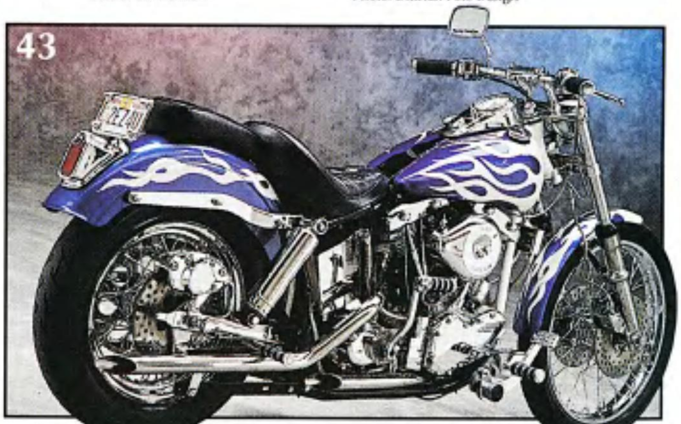

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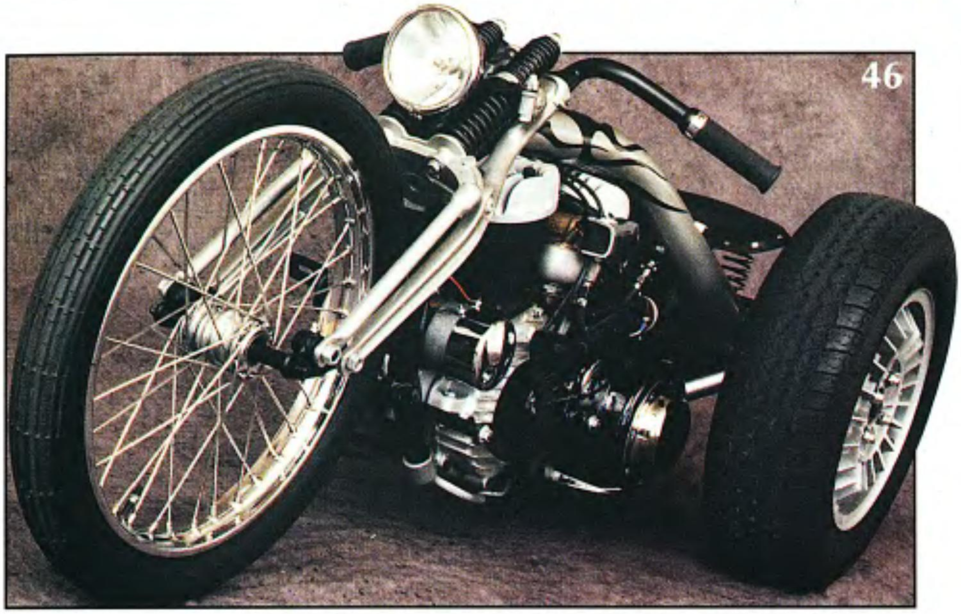


46 Black Hills Nugget

Owner: Dave Iversen
City: Sturgis, South Dakota
Builder: owner
Model: '41 WLA
Issue: *Easyriders* October '92
Photo: Peter Dokus

47 The Road Of Ink And Iron

Owner: Andy Taylor
City: Staunton, Virginia
Builder: Milwaukee Iron
Model: '47 FL
Issue: *Easyriders* October '92
Photo: Steve Coonan

48 Two Softails

Owner: Ron Iannotti
City: Coventry, Rhode Island
Builder: Cycle Fab
Model: '88 Heritage
Issue: *Easyriders* October '92
Photo: Steve Coonan

49 Style King

Owner: Michael Osage
City: Martinez, California
Builder: California Performance Iron
Model: '57 panhead
Issue: *Easyriders* October '92
Photo: Silvermoon

50 Big Bad Dog

Owner: Mark De Furio
City: Burbank, California
Builder: owner
Model: '71 shovelhead
Issue: *Easyriders* October '92
Photo: Peter Dokus

56 A Welcome Sight

Owner: Glenn Ryan
City: Northridge, California
Builder: Micah McCloskey
Model: '72 shovel/stroker
Issue: *Easyriders* November '92
Photo: Peter Dokus

51 Twin Tribute

Owner: Ron Carroll/Steve Roberts
City: Murfreesboro, Tennessee
Builder: H-D, owners
Model: '58 FL
Issue: *Easyriders* November '92
Photo: Michael Lichter

52 Twin Tribute

Owner: Ron Carroll/Steve Roberts
City: Murfreesboro, Tennessee
Builder: H-D, owners
Model: '88 FXSTC
Issue: *Easyriders* November '92
Photo: Michael Lichter

53 Slider's Golden Hour

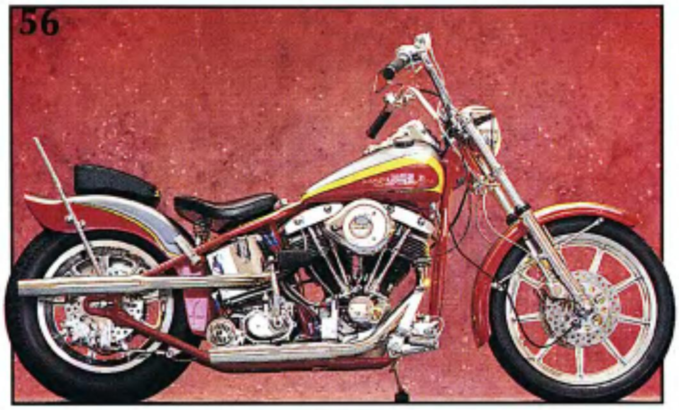
Owner: Dick Gilmore
City: Linn Grove, Iowa
Builder: Tator, Dewey, & Skinny
Model: '60 FLH
Issue: *Easyriders* November '92
Photo: Michael Lichter

54 Passion For Detail

Owner: Skot Ramos
City: Burbank, California
Builder: owner & friends
Model: '89 FLSTC
Issue: *Easyriders* November '92
Photo: Silvermoon

55 The Cruzer

Owner: Jim Cruz
City: Milpitas, California
Builder: Joe Cruz
Model: '69 FL
Issue: *Easyriders* November '92
Photo: Silvermoon



57 Heritage Royal

Owner: Bob Dron
City: Oakland, California
Builder: Bob Dron H-D
Model: '92 FLSTC
Issue: *Easyriders* December '92
Photo: Steve Coonan

58 Pan O' Pieces

Owner: Dennie L. Lauer
City: Wabash, Indiana
Builder: Don Sager
Model: '54 FL
Issue: *Easyriders* December '92
Photo: Steve Coonan

59 Lady Luck

Owner: Don Lee
City: Turlock, California
Builder: Don "Sparky" Lee
Model: '66 shovel
Issue: *Easyriders* December '92
Photo: Silvermoon/Raiko Hartman

60 Exposed

Owner: Bill McCormick
City: San Mateo, California
Builder: owner
Model: '64 panhead
Issue: *Easyriders* December '92
Photo: Silvermoon

61 Christensen's Chopper

Owner: D.W. Christensen
City: Minneapolis, Minnesota
Builder: owner
Model: '78 shovelhead
Issue: *Easyriders* December '92
Photo: Chuck Emery

Easyriders
BIKE AND TATTOO SHOW TOUR
1993
FEBRUARY 19, 20, 21
VETERAN'S MEMORIAL
COLUMBUS, OHIO

Easyriders BIKE AND TATTOO SHOW TOUR 1993

READER'S RIDE

Here's a bushel of bonus bikes that have been featured as Reader's Rides. Each has its own unique strengths to be admired and considered for your vote. Despite their limited coverage, generally due to photographic shortcomings, these righteous rides have as good a chance to win as the full-featured bikes. Whether you're judging concept, originality, and tone, or which one is just plain baddest to the bone, make your pick for the bike you like best by writing the number on the back of a postcard and sending it in to *Easyriders* Bike Show Vote, P.O. Box 3000, Agoura Hills, CA 91376-3000.

62 Larry Rozen

City: St. Petersburg, Florida
Builder: Jay (Worm)
Model: '89 Heritage
Issue: *Easyriders* January '92
Photo: Pat Randle

63 Mark Reid

City: Ventura, California
Builder: Mark's Custom Cycles
Model: '90 Evo
Issue: *Easyriders* February '92
Photo: Kim Peterson

64 Thomas Chrismer

City: Kappa, Hawaii
Builder: Bob Chrismer
Model: '58 FL
Issue: *Easyriders* March '92
Photo: Fred Kihara

65 Steve Allen Coe

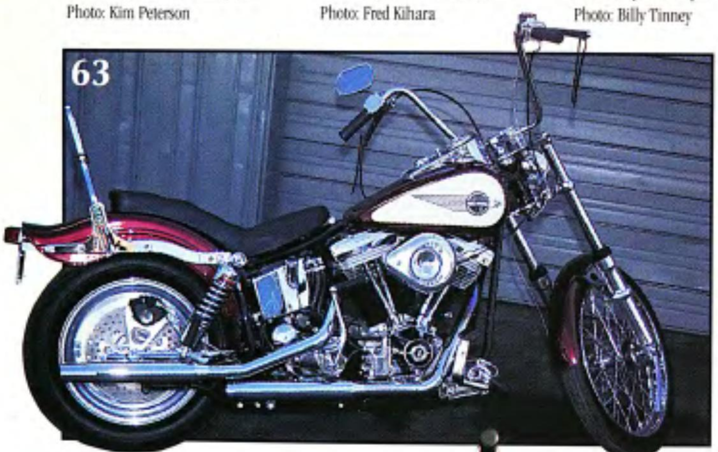
City: Daytona, Florida
Builder: H-D
Model: '54 KH
Issue: *Easyriders* April '92
Photo: Billy Tinney

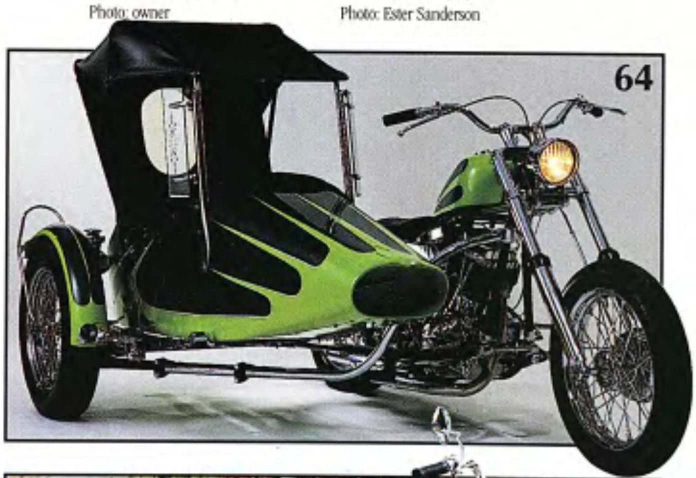
66 Chuck Collier

City: Woodward, Oklahoma
Builder: owner
Model: '36 EL
Issue: *Easyriders* June '92
Photo: owner

67 Ron Sanderson

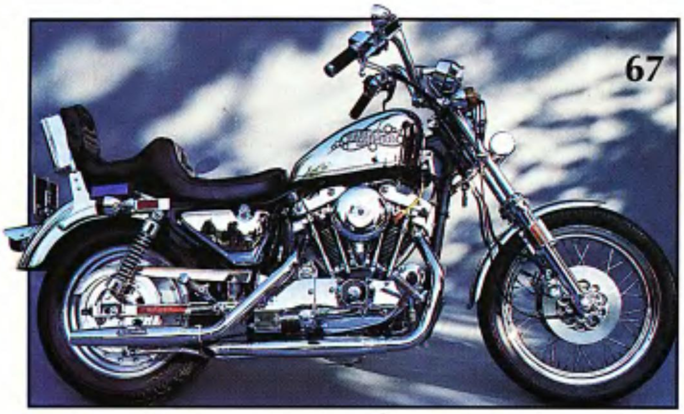
City: Wilmington, Delaware
Builder: owner
Model: '83 XLH
Issue: *Easyriders* July '92
Photo: Ester Sanderson





FEATURE BIKES

Don't Miss Your Chance To Win A Prize.
Send Your Votes To:
Easyriders Bike Show Vote,
P.O. Box 3000, Agoura Hills, CA 91376-3000



68 Ron Stratman

City: St. Louis, Missouri
Builder: owner
Model: '80 FLT
Issue: *Easyriders* August '92
Photo: Michael Lichter

69 Charlie Brown

City: Zanesville, Ohio
Builder: B & B Cycle
Model: '91 Evo Ground Hog
Issue: *Easyriders* September '92
Photo: Michael Lichter

70 Michael Koch

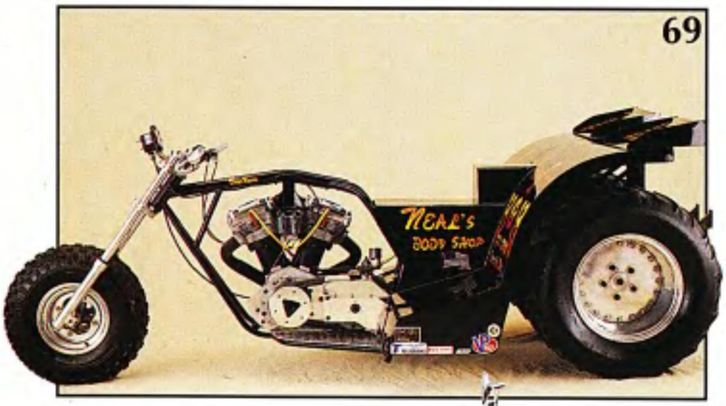
City: Buhren, Germany
Builder: owner
Model: '36 knuckle/pan/shovel
Issue: *Easyriders* October '92
Photo: Ingo Wenze

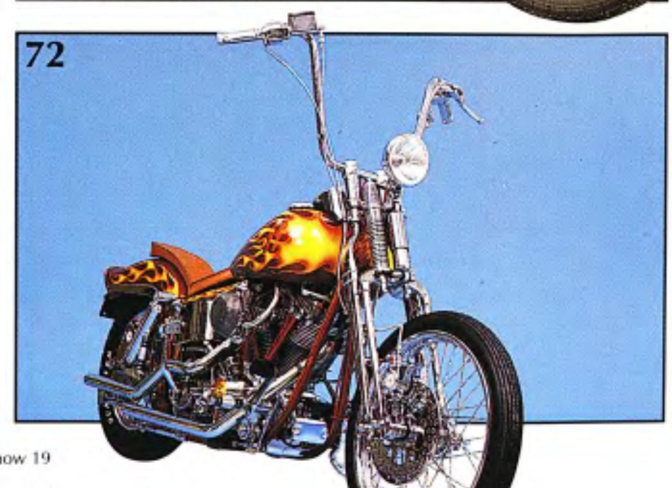
71 Keith Bowers

City: Boise,Idaho
Builder: Competition Cycles
Model: '48 pan/'78 shovel
Issue: *Easyriders* November '92
Photo: Sam Callaway Jr.

72 Dennis Mikhael

City: Beacon Falls, Connecticut
Builder: Sturgis Mike Grega
Model: '85 Evo
Issue: *Easyriders* December '92
Photo: Stephen Olgilvy





FOXY RIDER

Here's your opportunity to kick-back in the recliner, pop open a crisp one, and review the fine Foxy Rider rides featured in 1992. These ladies are just as proud of their rolling works of art as the guys are, and they've worked just as hard to get them in show-worthy shape. So here's your chance to give them your valued opinion. Remember, these bikes have just as good a chance at winning the big bucks as the bad boy full-feature bikes, so look them over carefully. If you like what you see, write the number of the bike you like on a postcard and send it in to *Easyriders* Bike Show Vote, P.O. Box 3000, Agoura Hills, CA 91376-3000.

73 Kyle Vanzwienen

City: Chepachet, Rhode Island
Builder: Dick Malo
Model: '82 Sportster
Issue: *Easyriders* January '92
Photo: Sioux Ann

74 Dorie Dunn

City: Tarpon Springs, Florida
Builder: Rare Rydes & Hydes
Model: '80 shovelhead
Issue: *Easyriders* March '92
Photo: Pat Randle

75 Karin Ingram

City: Aurora, Colorado
Builder: Herk Ingham
Model: '70 shovelhead
Issue: *Easyriders* April '92
Photo: Michael Lichter

76 Carol Biggerstaff

City: Roanoke Rapids, North Carolina
Builder: Rick Doss
Model: '86 FLST
Issue: *Easyriders* May '92
Photo: Michael Lichter

FEATURE BIKES

Have You Voted Yet? What Are You Waiting For?

77 Rose Parson

City: Lewistown, Pennsylvania
Builder: Buffalo Bob
Model: '78 FXE
Issue: *Easyriders* June '92
Photo: Carol Cummings

78 Cyndi Newman

City: Albany, Oregon
Builder: Ratso
Model: '77 Sportster
Issue: *Easyriders* June '92
Photo: owner

79 Ginger Galloway

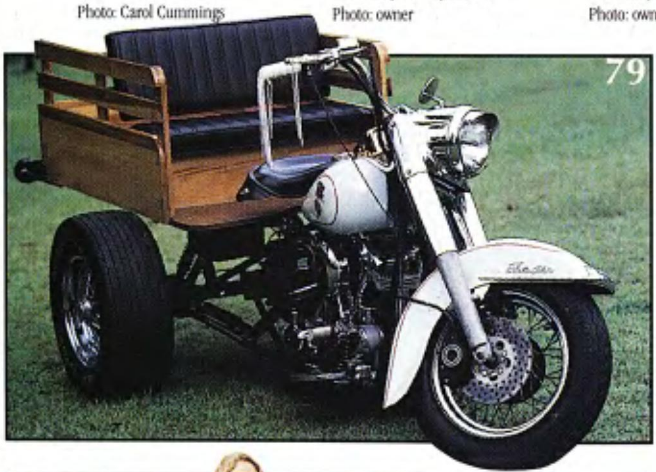
City: Orangeburg, South Carolina
Builder: Boots
Model: '64/'70 panhead/shovelhead
Issue: *Easyriders* June '92
Photo: owner

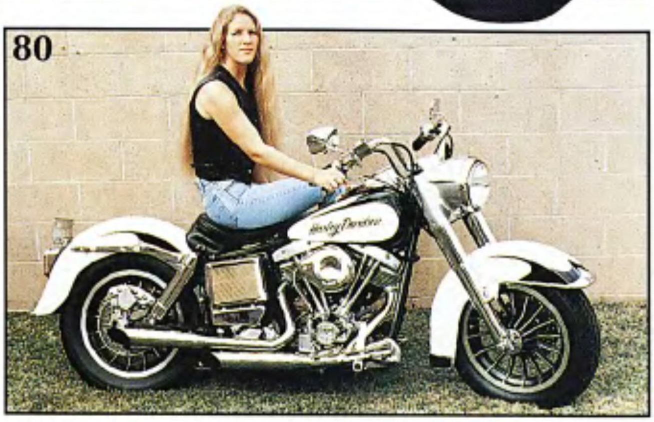
80 Marsha Dumon

City: Santa Ana, California
Builder: owner
Model: '78 FLH
Issue: *Easyriders* June '92
Photo: owner

81 Lynn Keppler

City: Cleveland, Ohio
Builder: Steve Keppler
Model: '55 panhead
Issue: *Easyriders* July '92
Photo: Silvermoon





82 Tami Sharp

City: Tarpon Springs, Florida
Builder: Rare Rydes & Hydes
Model: '74 shovelhead
Issue: *Easyriders* August '92
Photo: Pat Randle

83 Linda Wright

City: Canoga Park, California
Builder: Teacher
Model: '80 shovelhead
Issue: *Easyriders* September '92
Photo: Kim Peterson

84 Margaret Nicastri

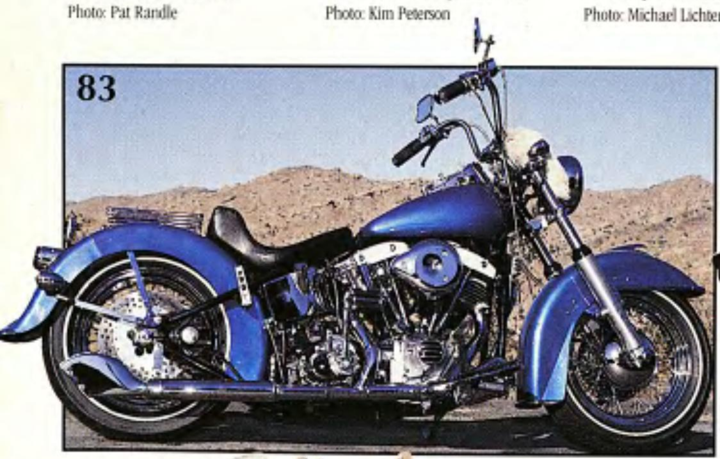
City: Bowie, Maryland
Builder: C & C Cycle
Model: '85 Roadster
Issue: *Easyriders* October '92
Photo: Michael Lichter

85 Liz Sharpton

City: Greensboro, Florida
Builder: Rick Doss
Model: '84 FXST
Issue: *Easyriders* November '92
Photo: Michael Lichter

86 Jan Manning

City: Fresno, California
Builder: Keith Ruxton
Model: '73 shovelhead
Issue: *Easyriders* December '92
Photo: Silvermoon.



Easyriders

BIKE AND TATTOO SHOW TOUR

1993

IN THE WIND

Here's a look in the rearview mirror at the six scoots featured in *In The Wind* in '92. Highlighted by sexy chicks who packed with 'em, these rides rocked our socks off. Now it's up to you to pick which one (the bike—not the girl) got it for you. Send a kite—with the number of your favorites on it—to: *Easyriders* Bike Show Vote, P.O. Box 3000, Agoura Hills, CA 91376-3000.

87 Rick Brown

City: Guerneville, California
Builder: Rick Brown
Model: '72 shovelhead
Issue: *In The Wind* January '92
Photo: Steven Gunn

88 George Arnold

City: Hayfork, California
Builder: owner
Model: '76 shovelhead
Issue: *In The Wind* March '92
Photo: Raiko Hartman

89 Fast Phil Buhlage

City: Tustin, California
Builder: Phil's Speed Shop
Model: '58 panhead
Issue: *In The Wind* May '92
Photo: Raiko Hartman

90 Richard "Peck" Lumpkin

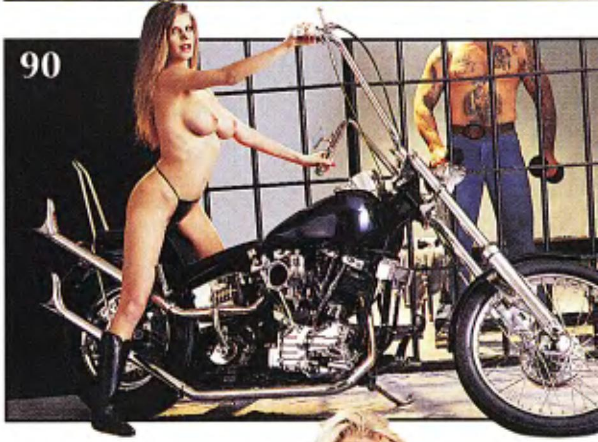
City: Diamond Bar, California
Builder: Precision Performance M/C
Model: '69 shovelhead
Issue: *In The Wind* July '92
Photo: Raiko Hartman

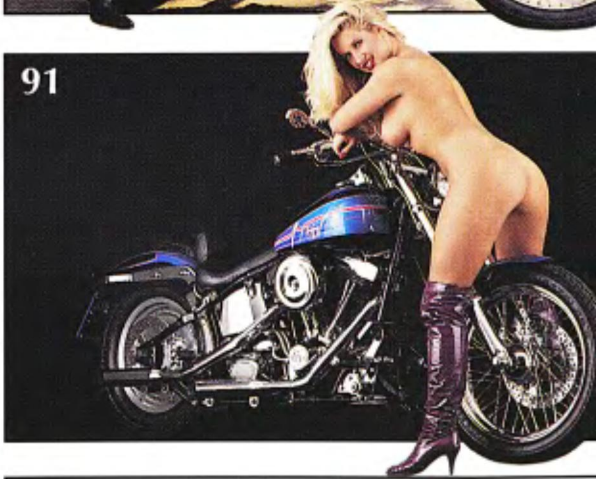
91 Rick Herman

City: Woodland Hills, California
Builder: Rick Herman
Model: '87 blockhead
Issue: *In The Wind* September '92
Photo: Raiko Hartman

92 Bill Bartholomew

City: Fairfield, California
Builder: owner
Model: '64 panhead
Issue: *In The Wind* November '92
Photo: Raiko Hartman





Easyriders
BIKE AND TATTOO SHOW TOUR
1993

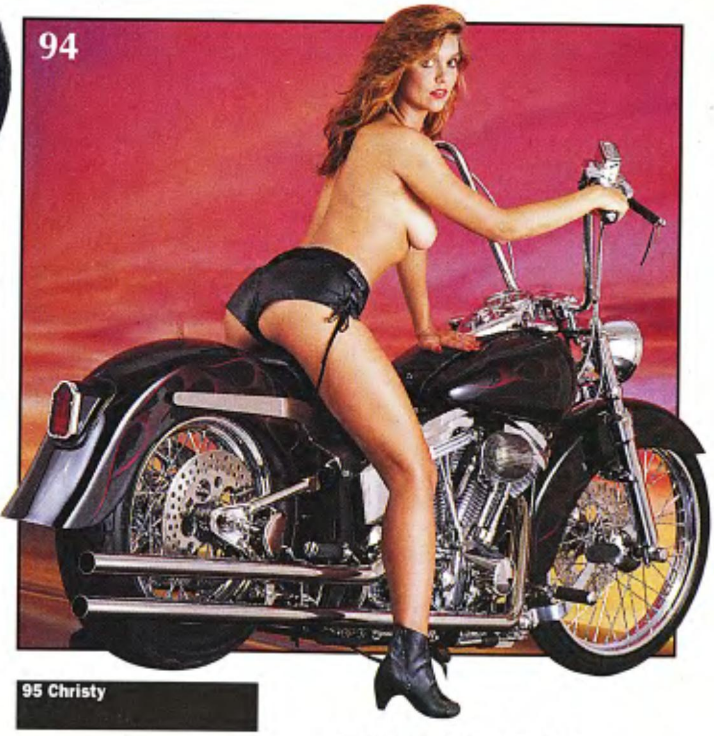
FOX HUNT

Nothin' goes better with a handsome Harley than a foxy lady. Ever since the first two-wheeler bounced down a cobblestone street, men have been trying to get the best-looking women onto their p-pads. Each month in our Fox Hunt we give you—the reader—an opportunity to further enhance a hot Hog by voting for a dazzlin' damsel to appear with it in a photo shoot. Now we're asking you to choose from last year's 12 Foxes to crown the 1992 Fox Of The Year. The lucky lady will win $1,000, and she gets the prestigious

93 Peggy

City: Fontana, California
Month: August '91 Fox Hunt Winner
Featured: *Easyriders* January '92
Photo: Raiko Hartman

Peggy is a workin' mom who loves to putt. Her jugs jiggled great on Jerry Ibanez's Rugged Ride. This lady knows how to handle herself and keep her man happy.



94 Paula

Paula's a mild-mannered typhoon from the Boilermaker state. The well-proportioned lass rode Rick Bramlette's Wild Horses. She'd be a good reason for bein' back home in Indiana.

City: Indianapolis, Indiana
Month: September '91 Fox Hunt Winner
Featured: *Easyriders* February '92
Photo: Raiko Hartman

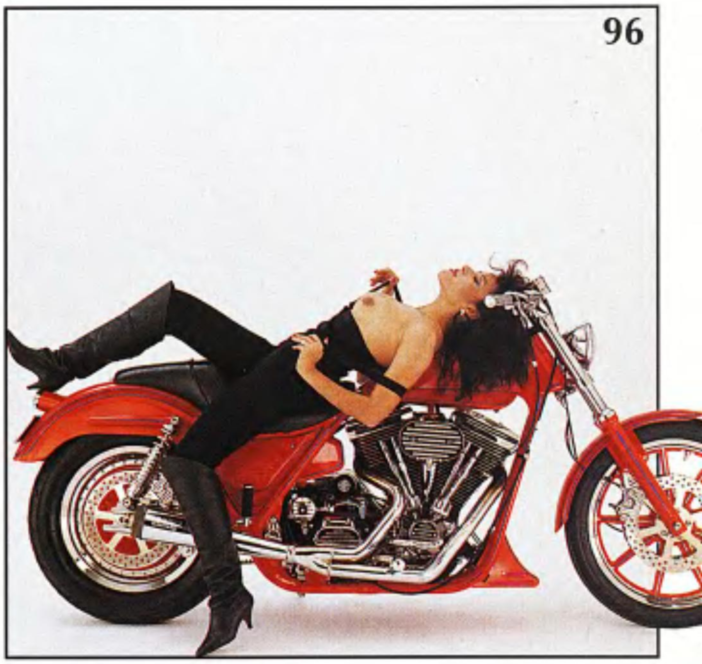
95 Christy

City: Baltimore, Maryland
Month: October '91 Fox Hunt Winner
Featured: *Easyriders* March '92
Photo: Raiko Hartman

Sensuous *Christy* came to our dungeon from Baltimore to be with Raul Sandoval's stroker. After whippin' us into shape, she converted her winnings into a Sportster.

Vote For The One
Who Turns You On

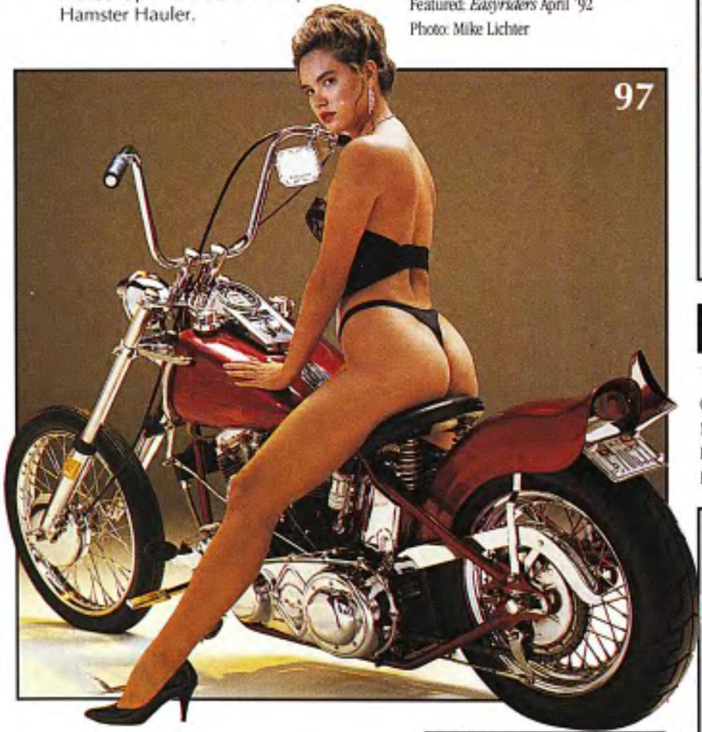
honor of presiding over the *Easyriders* Fifth Annual Invitational Bike And Tattoo Show in Columbus, Ohio, February 19-21, 1993. Look 'em and lick 'em over, read the brief descriptions about 'em from Loudmouth, Renegade, and Clean Dean, and then VOTE, dammit! These gals are depending on you. Write down the name and number of the lady you like best on a post-card or the back of an envelope (one vote per stamped piece of mail) and send it to: Fox Of The Year, P.O. Box 3000 Agoura Hills, CA 91736-3000.



96 Sandra

With her subdued school teacher looks, *Sandra*, the Bayonne Bombshell, taught us some lessons when she dropped into our studio and mated-up with Don Hotop's Hamster Hauler.

City: Bayonne, New Jersey
Month: November '91 Fox Hunt Winner
Featured: *Easyriders* April '92
Photo: Mike Lichter



97 Kathy

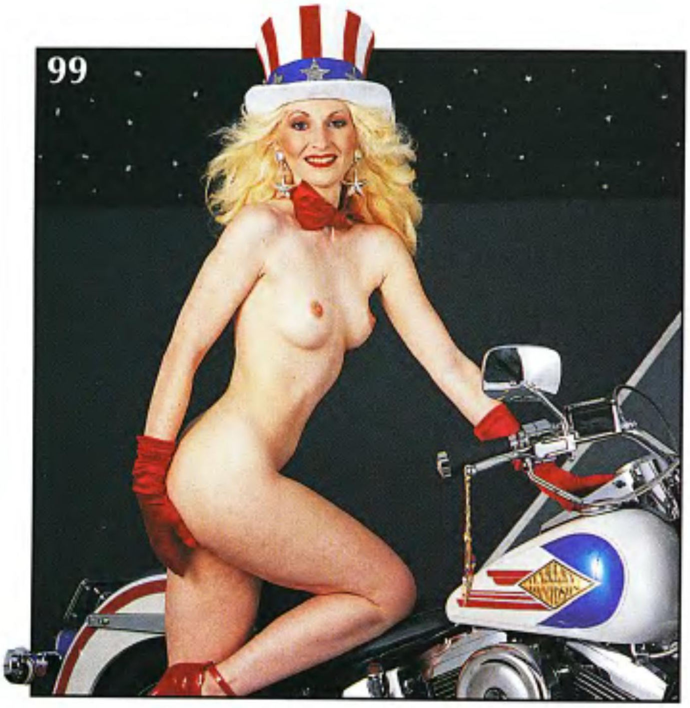
City: Fredericksburg, Virginia
Month: December '91 Fox Hunt Winner
Featured: *Easyriders* May '92
Photo: Bill Ellis

A hot little number from Fredericksburg, Va., *Kathy* took time out from her interests in fashion and scuba diving to lay her lithe body across Jimmy Canoy's Tintop Chop.

98 Lisa

A California girl, *Lisa* has a built-for-action bod that added flair to John Reed's Project Ree-Ject. Gettin' in front of the camera turns Lisa on, and it did a number on us, too.

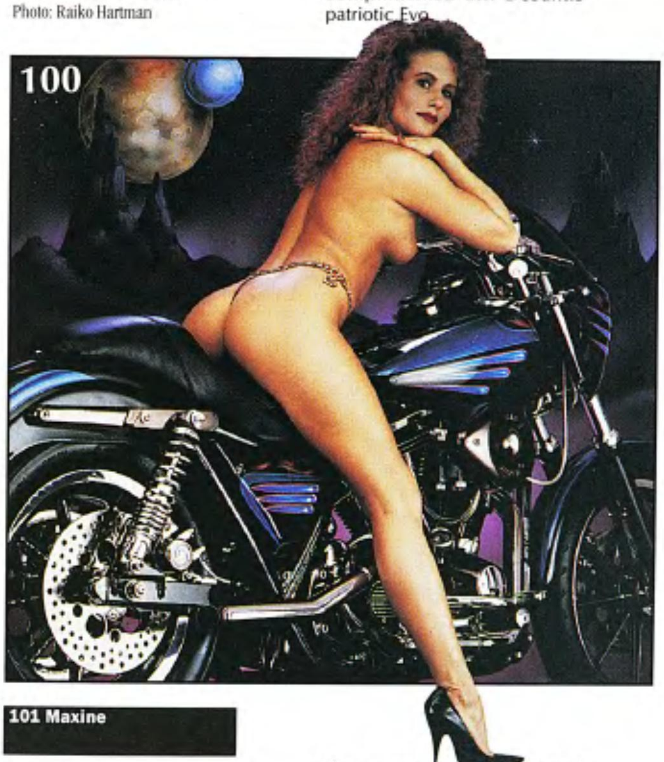
City: Oceanside, California
Month: January '92 Fox Hunt Winner
Featured: *Easyriders* June '92
Photo: Raiko Hartman



99 Melissa

City: Charleston, West Virginia
Month: February '91 Fox Hunt Winner
Featured: *Easyriders* July '91
Photo: Raiko Hartman

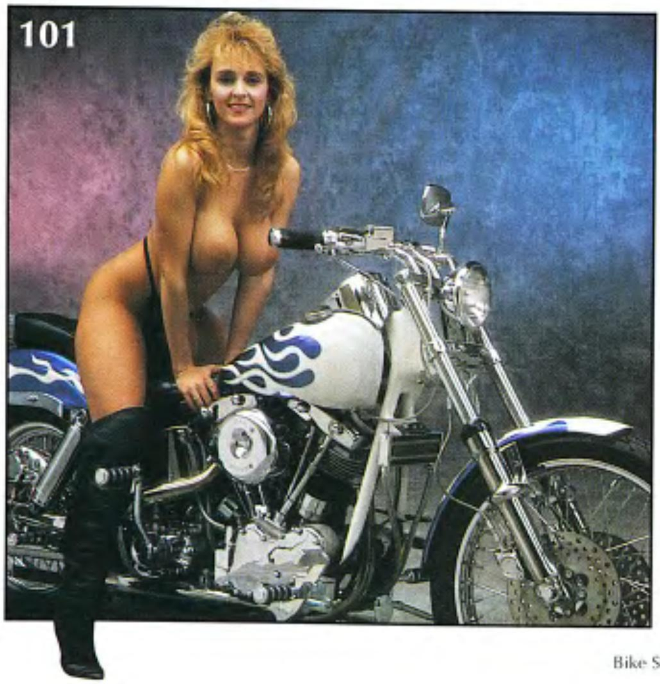
Melissa arrived from a little burg in Pennsylvania, and gave us an Uncle Sam look to our July issue. With her snow-white tan, and blonde locks, she complimented Bill DeSantis' patriotic Evo.



100 Natalee

Another Maryland Crab Cake Fox, red-tressed knockout *Natalee* jumped on the I-95 JFK Memorial Hwy. and booked north to Jersey to be with Barb Barbieri's nasty Evo.

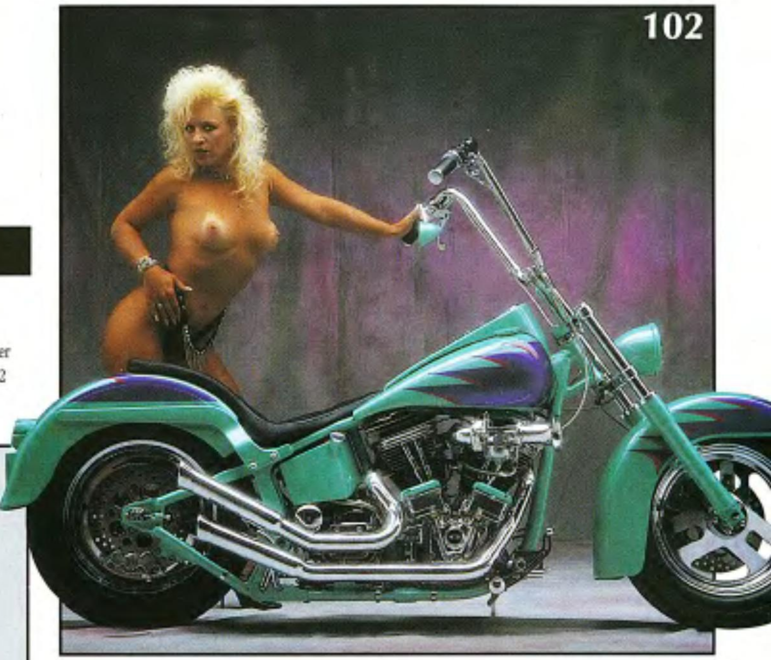
City: Baltimore, Maryland
Month: March '92 Fox Hunt Winner
Featured: *Easyriders* August '92
Photo: Gary Iglarsh



101 Maxine

City: Greenwood, Indiana
Month: April '92 Fox Hunt Winner
Featured: *Easyriders* September '92
Photo: Steve Coonan

The supremely endowed *Maxine* brought a warming smile and radiated a sultry look to the proceedings when she got together with Scot Davis' New York shovel.



102 Lana

A former Buckeye State babe, *Lana* found love and Harleys during a trip to Bike Week in Daytona. She was more than happy to rub her own soft tail against Ron Ionnatti's Softail.

City: Columbus, Ohio
Month: May '91 Fox Hunt Winner
Featured: *Easyriders* October '92
Photo: Steve Coonan

103 Laura

City: Columbus, Georgia
Month: June '92 Fox Hunt Winner
Featured: *Easyriders* November '92
Photo: Silvermoon

Hefty knockers attached to a huge heart greeted us via the Deep South when Georgian-born *Laura* landed in L.A. She proceeded to haul those hooters around Jim Cruz's panhead.

104 JoJo

JoJo's from the Big Apple, and her hang-tough, rock 'n' roll attitude allowed her to bear with airline hassles. Her supple frame made her a primo Christmas bonus.

City: Ronkonkoma, New York
Month: July '92 Fox Hunt Winner
Featured: *Easyriders* December '92
Photo: Silvermoon

Have A Voice—
Make Your Choice

BIKER

Biker is Paisano Publication's bimonthly events magazine. We feature the best in biker events from 'round the world, and we highlight at least five fine rides per issue. Here's a rundown of the all the fine bikes featured in *Biker* in 1992. Their owners are being asked to display their machines at the *Easyriders* Invitational Bike Show, and your write-in votes are vital to their winning. To vote, just jot down the numbers of your five favorite bikes on anything mailable and send it to: *Easyriders* Bike Show Vote, P.O. Box 3000, Agoura Hills, CA 91376-3000.

105 Live Wire

Owner: Bruce Von Stetina
City: Pinellas Park, Florida
Builder: VonStetina Artworks
Model: '74 shovelhead
Issue: *Biker* February '92
Photo: Silvermoon/Pat Randle

106 Black And Blue Hack

Owner: John Morgan
City: Bealsville, Ohio
Builder: Rick Doss
Model: '86 Evo
Issue: *Biker* February '92
Photo: Michael Lichter

107 Royal Rides

Owner: Dave Royal
City: Yorba Linda, California
Builder: owner
Model: '49 Indian Stylemaster
Issue: *Biker* February '92
Photo: Jim Gianatsis

108 Royal Rides

Owner: Dave Royal
City: Yorba Linda, California
Builder: owner
Model: '48 panhead
Issue: *Biker* February '92
Photo: Jim Gianatsis

109 Nobody's Shovel

Owner: Nobody
City: Los Angeles, California
Builder: Cycle Works
Model: '61 shovelhead
Issue: *Biker* February '92
Photo: Raiko Hartman

110 Fresno Flyer

Owner: Joe Gonzales
City: Fresno, California
Builder: Iron Hog
Model: '78 shovelhead
Issue: *Biker* April '92
Photo: Peter Dokus

111 Evo-Hearted And Low Down

Owner: Jim Farcello
City: Carson City, Nevada
Builder: Kustom Kreations
Model: '87 Evo
Issue: *Biker* April '92
Photo: Gene Green

112 Ready To Ride

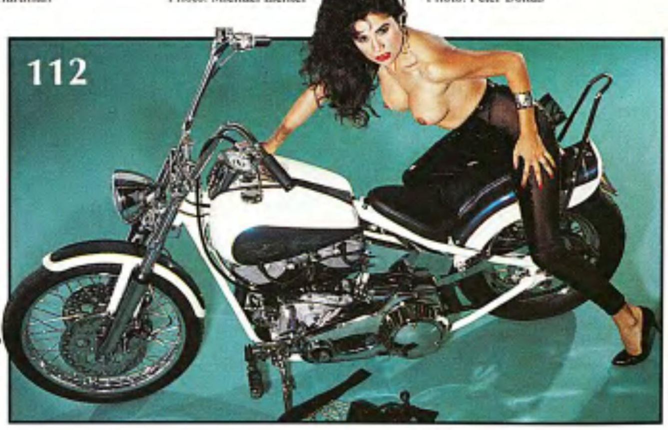
Owner: Classic Motorcycle Parts
City: Reseda, California
Builder: owner
Model: '56 panhead
Issue: *Biker* April '92
Photo: Raiko Hartman

113 Home Grown

Owner: John Bittner
City: Princeton, New Jersey
Builder: owner
Model: '82 FXWG
Issue: *Biker* April '92
Photo: Michael Lichter

114 Crazy John's Sporty

Owner: Crazy John
City: Garden Grove, California
Builder: owner
Model: '72 Sportster
Issue: *Biker* April '92
Photo: Peter Dokus



Remember, You Can Choose 5 Bikes. Why Not Give *Biker* A Shot?

115 Blue Bayou

Owner: Buck
City: Dallas, Texas
Builder: Buck & Rummy
Model: '84 Evo
Issue: *Biker* June '92
Photo: Billy Tinney

116 Hard-On For the Highway

Owner: Ben Zeigler
City: Thorp, Washington
Builder: Ben's Harley Repair
Model: New construction/shovelhead
Issue: *Biker* June '92
Photo: Peter Dokus

117 Pristine

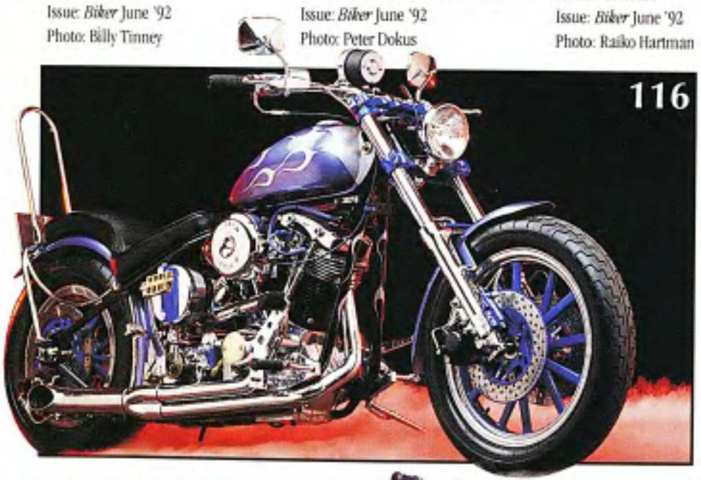
Owner: Kirk Van Scoten
City: Westmoreland, New York
Builder: GT Custom Cycles
Model: '87 FXRT
Issue: *Biker* June '92
Photo: Raiko Hartman

118 That Ol' Black Pan O' Mine

Owner: Art Lynch
City: Edgewater, Florida
Builder: owner, Jim DeBrigita
Model: '57 panhead
Issue: *Biker* June '92
Photo: Wild Bill & Rogue

119 A Pulaski Sportski

Owner: Steve Raymond
City: Pulaski, Virginia
Builder: Customs By Steve
Model: '69 XLCH
Issue: *Biker* June '92
Photo: Silvermoon



120

120 Gremlin Busters

Owner: Dennis Kranz
City: Portland, Oregon
Builder: Bay Area Custom Cycles
Model: '90 Evo
Issue: *Biker* August '92
Photo: Rudy Hernandez

121 Drag Master

Owner: Dick Ellavsky
City: Apple Valley, California
Builder: Atlas Precision
Model: '90 Evo
Issue: *Biker* August '92
Photo: Wild Bill

122 Not So Silent Grey Fellow

Owner: Mike Douthit
City: Kearney, Nebraska
Builder: owner, friends
Model: '56 pan/shovel
Issue: *Biker* August '92
Photo: Michael Lichter

123 Moon Scooter

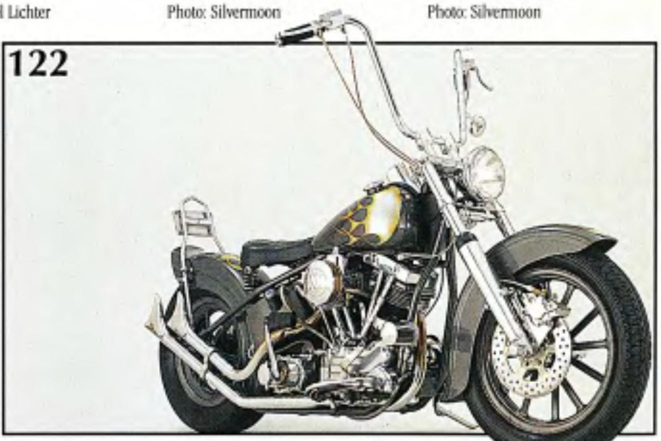
Owner: Dennis Evans
City: Studio City, California
Builder: American MC
Model: '86 Sportster
Issue: *Biker* August '92
Photo: Silvermoon

124 Barter-Built & Blue

Owner: John Arrousez
City: Hayward, California
Builder: Bay Area Custom Cycles
Model: '89 Evo
Issue: *Biker* August '92
Photo: Silvermoon

121

122



123

124

125 It's A Family Affair

Owner: Patrick O'Brien
City: Moore, Oklahoma
Builder: owner
Model: '77 shovelheaad
Issue: *Biker* October '92
Photo: Michael Lichter

126 Betty & Lisa

Owner: Bill Legler
City: Erie, Pennsylvania
Builder: owner
Model: '57 panhead
Issue: *Biker* October '92
Photo: Silvermoc.

127 Dan's Flyer?

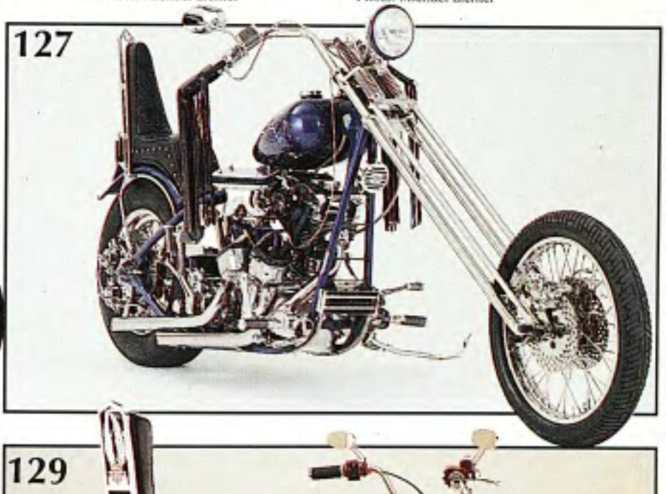
Owner: Dan Baceda
City: Sunland, California
Builder: owner
Model: '82 shovelhead
Issue: *Biker* October '92
Photo: Raiko Hartman

127 Trips to Win !

Owner: Danney Holley
City: Houston, Texas
Builder: Southern Motorcycle
Model: '92 Evo
Issue: *Biker* October '92
Photo: Michael Lichter

129 Texas Keeper

Owner: J.R. Dawson
City: Silver City, Texas
Builder: G-Billet Custom Cycles
Model: '83 shovelhead
Issue: *Biker* October '92
Photo: Michael Lichter



FEATURE BIKES

BIKER

Did You Vote?
Don't Forget, It Matters
To Every Builder.

130 Evil-ution

Owner: Chuck Falkoff
City: Rochester, New York
Builder: Kram
Model: '89 Evo
Issue: *Biker* December '92
Photo: Steve Coonan

131 Midnite X-Press

Owner: John Kasmarski
City: Coscob, Connecticut
Builder: Fast Lane Cycles/owner
Model: '74 XLH
Issue: *Biker* December '92
Photo: Steve Coonan

132 Precious Stone Panhead

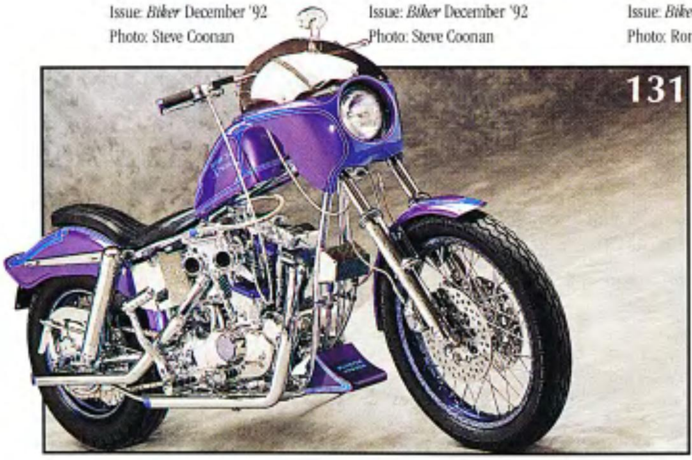
Owner: Steve Stone
City: Los Osos, California
Builder: owner
Model: '62 panhead
Issue: *Biker* December '92
Photo: Ron Jaffe

133 Born Again Indian

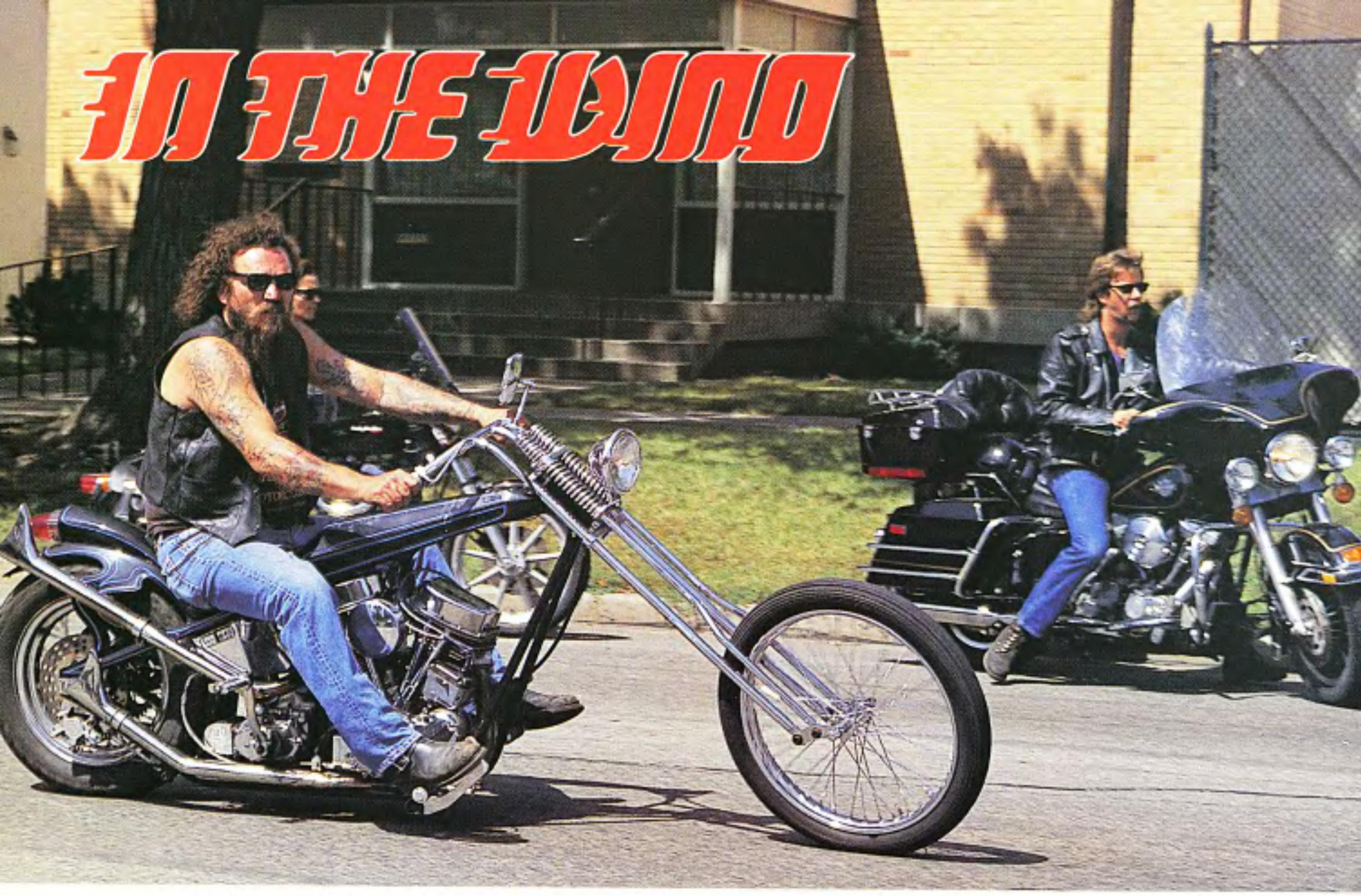
Owner: Rudolph Crane
City: San Luis Obispo, California
Builder: owner
Model: '41 Indian Chief
Issue: *Biker* December '92
Photo: Twiggy

134 The Legend Continues

Owner: Pete Vela
City: Conroe, Texas
Builder: owner
Model: '85 Evo
Issue: *Biker* December '92
Photo: Michael Lichter



IN THE WIND

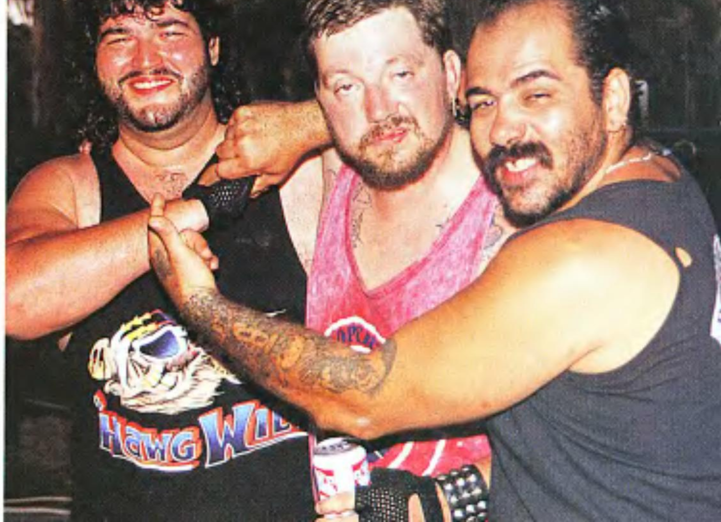


Dirty Ernie, Neb.

Each month we select the best pictures our readers send us and print them here. We appreciate them all, but we can use only good, in-focus, black-and-white or color prints (any size) and color slides (either 35mm or 2-1/4 x 2-1/4)—nothing else. Whether it's the exhilaration of a dude and his chick flyin' down the highway, the let-it-all-hang-out exuberance of a biker bash, or the eyeball-poppin' sight of a sexy honey showin' her stuff—these photos typify the fun, excitement, and freedom of biking. (Oh, yeah, dig this—we now pay $30 for every black-and-white photo we print, $100 for every color photo we print full page, $50 for every color photo we print half-page, and $40 for every color photo printed smaller than half-page.) Please label all the photographs you send in with your name and address. Also, include a self-addressed, stamped envelope if you want your photographs returned. Send photos to: In The Wind, Box 3000, Agoura Hills, CA 91376-3000.

Chuck Emery, Pecatonica, Ill.

Loudmouth Ralph, Cape Coral, Fla.



Road Hog, Slap-Out, Ala.

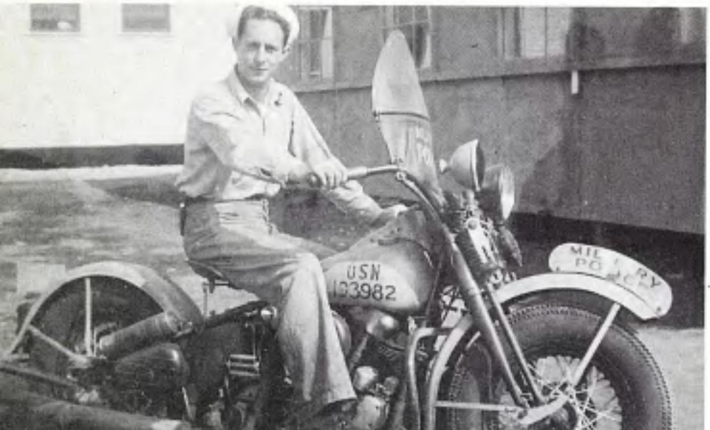
Joe and Linda, Siren, Wis.

Ghost Rider, Harley Rendezvous '92

Debbie Fitzgerald, Marion, Ill. 1952

Char Clark, Billings, Mont.

Dave Allocca, Rolling Thunder, NYC



Joe Tartaglia, Lake Charles, La.

Lee Lapham, Santa Rosa, Calif.

Rammer, South Lake Tahoe, Calif.

Ghost Rider, Wallkill, N.Y.

Rip, Hopedale, Ohio

Bill and Debbie Napoli, Brooklyn, N.Y.

Cherokee and Snake, Laconia, N.H. 1957

Rip, Hutchinson, Minn.

Joris Van Bennekom, Mullouse, France

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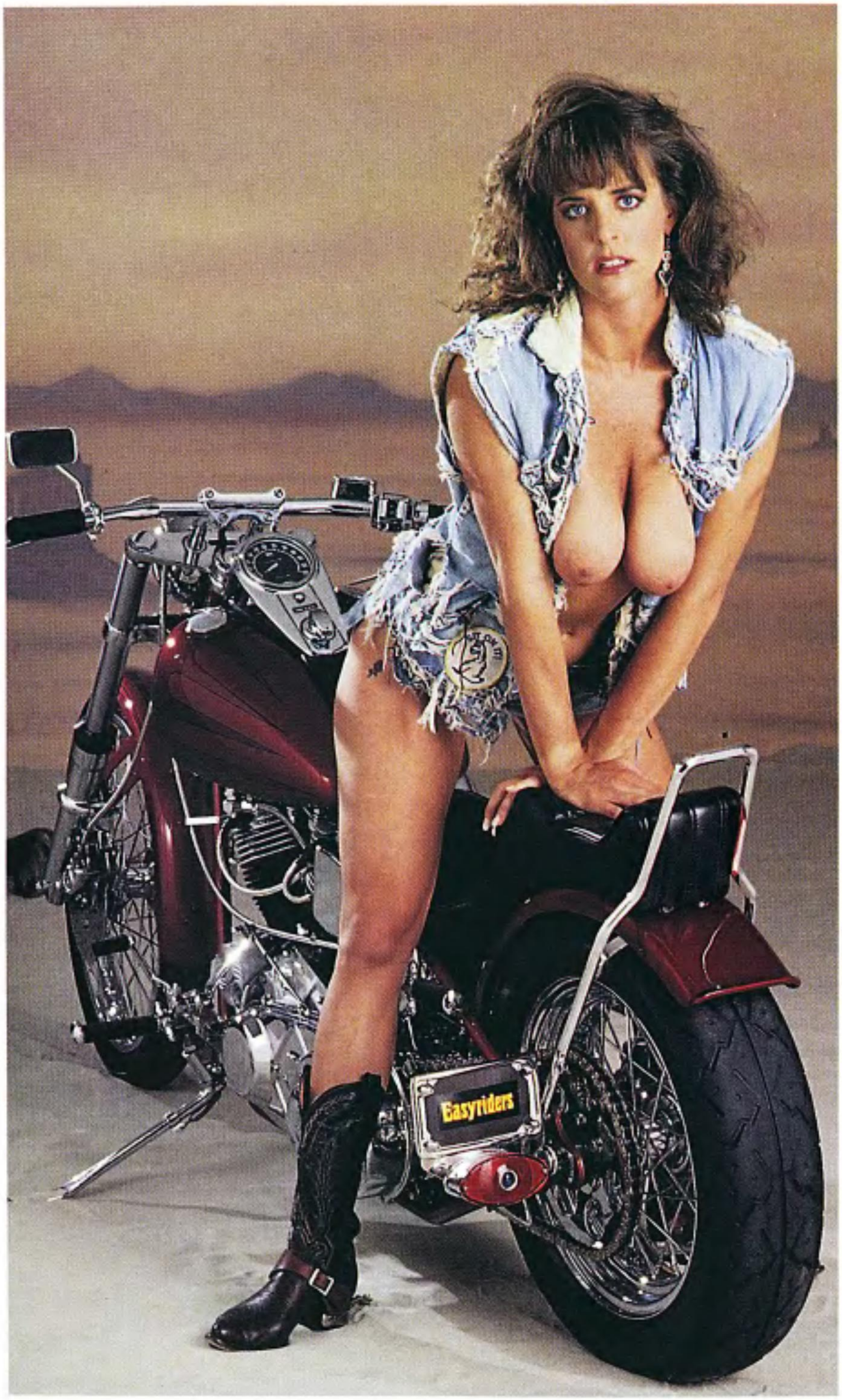
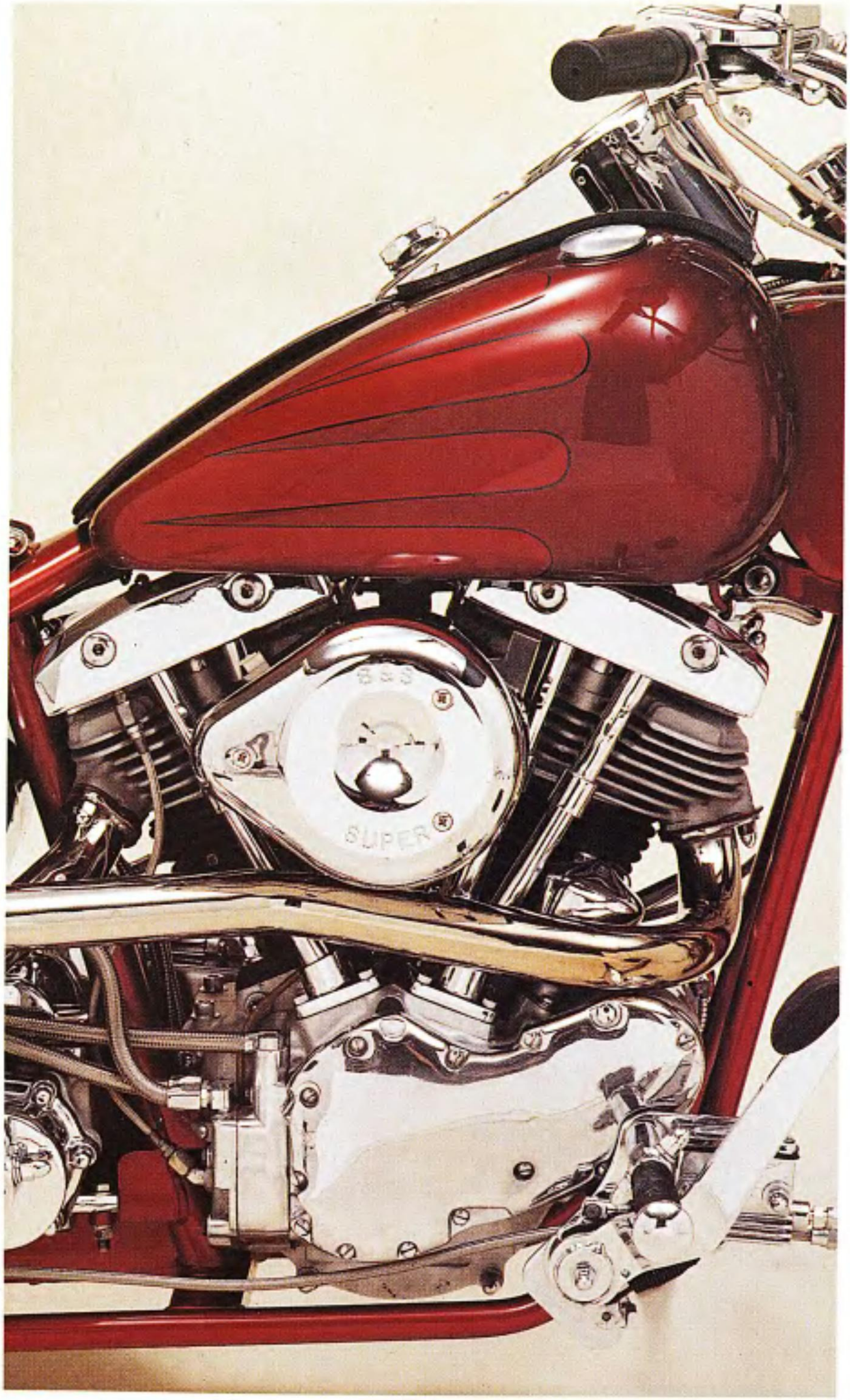


You'd think a guy who owns eight bikes would be satisfied. On Monday, Wednesday, and Friday he rides one of his three Harleys, he fills in Tuesday and Thursday with something from his selection of Trumps, and on weekends, he heads out to the desert to exercise the dirt bikes. Shouldn't that be enough for one guy?

Not really. What happens is that the bigger the collection, the more you want the best features from each of the bunch combined into one scoot that represents your own ideal—in this case, a bike that adapts the old flavor ways.

For example, Tim Vierra wanted a rigid because he says everyone should ride a rigid for a while, just to understand what the old-timers had to deal with. At the same time, he wanted a serious asphalt eater for things like the run to Laughlin, Nevada, so he used a fat, modern tire to soak up some of that rigidity.

Another part of the concept was a custom chopper that you wouldn't especially notice *was* a chopper. The lines from front to rear had to blend in such a way that anybody looking would see the whole bike rather than any one outrageous detail. That's the reason for the Paughco frame, with its moderate rake and stretch. It's also a reason for the lower-profile, drag-style handlebars and pullback risers. Besides, Tim just likes drag bars with pullbacks. →



He likes fat tanks, too, but 5-gallon fatbobs were too big. They hid the engine, and that engine deserves to be seen (and heard), so he used 4.2-gallon Softail tanks. But that left a gap between the tanks and the neck, so he had to gusset in some sheet metal to maintain the continuity of the lines. Lots of work for a little detail, but Tim wanted it to be right.

For another example of detail, check the braided, stainless steel oil and brake lines, and while you're admiring them, try to find some wiring. You may see an inch or two of bare wire back at the taillight, but that's all. The rest, all strung in the 12-volt mode by Bobby Joe Metcalf, is inside that coiled stainless conduit.

Bobby Joe is just one of Tim's ridin' bros who contributed to the project. Gary Arellano, the one whose work you see most clearly, splashed on the paint. Another contributor was The Greek. That's it. The Greek. The Master of Unusual Thought. That doesn't mean he had a bunch of wild ideas. Rather, in the tradition of his famous countryman, the Learned Aristotle, The Greek served as the "broker between idea and reality." When Tim had a bright idea, The Greek could point out the problems with it—especially the problems no one else had thought of.

"The Greek kept me out of a lot of trouble," says Tim.

You do see a couple of things here that stray from the norm, but Tim

says he did them himself (maybe without telling The Greek).

First, the pipes: According to the standard that says the lengths have to be equal, the pipe for the rear cylinder is too short. Tim says he agrees with the "rule," but finds that these pipes work fine for street riding and aren't bad for cruising. However, he does have a matched set of pipes for long rides. Meanwhile, he likes the look of that even cut-off.

Second, you can't find a balance weight on those wheels. Tim didn't want balance weights making lumps on the spokes, so he set the rear wheel and tire on a bubble balancer and rotated the tire around the wheel until the heaviest part of the tire lined up with the lightest part of the wheel, and vice versa. The whole thing came out near perfect. The front, he says, came out less perfect on the balancer, but he says he can't tell on the road.

Actually, Tim ran up several thousand miles on this bike before he literally "finished" it by having Gary lay on the paint. He worked out a detail, tried it for a while, and changed it if it didn't suit him. He says he "rebuilt the bike three times" before he (and The Greek) was satisified with the last detail. Actually, the paint was the last detail, and it certainly lives up to the rest of the bike.

This ride is proof that you can break some of the rules about what a "chopper" ought to be, and still come out with a helluva nice looking, nice riding machine. —Maestro

Owner(s): Tim Vierra	**City:** Burbank, California	
General	**Frame**	
Fabrication by: owner	Year: Paughco knows	
Year and make: 1955 H-D	Builder: Paughco	
Model: chopper	Type: rigid	
Value: $18,000	Rake: 6 degrees over	
Assembly by: owner	Stretch: 2.5 inches	
Time: 18 months	Other alterations: gussets and molding	
Chroming: everybody	**Accessories:**	
Engine	Bars: drag-style	
Year: 1955	Risers: pullbacks	
Model: pan/shovel	Fender(s): stock front, flat rear	
Rebuilder: Casey's Cycle	Headlight: small	
Ignition: points	Taillight: Classic Cycle	
Displacement: 74 cubic inches	Speedo: Classic Cycle	
Lower end: H-D	Front pegs: Jammer	
Balancing: Casey's	Rear pegs: Jammer	
Pistons: stock	Electrics: Bobby Joe Metcalf, 12-volt	
Cases: factory	Gas tank: Softail 4.2-gallon	
Heads: Casey's	Oil tank: Jammer	
Cam: Sifton Python	Oil system: stainless steel	
Lifters: hydraulic	Primary cover: Jammer	
Carb(s): S&S 40mm	Seat: Le Pera	
Air cleaner: S&S	Sissybar: WCD, Tujunga, Calif.	
Pipes: MAC (modified)	Height: 6 inches	
Muffler(s): who's asking?	Material: 1/2-inch hex bar	
Transmission	**Forks**	
Modifications: Casey's close ratio	Type: wide glide	
Year: 1960	Extension: 2 inches over	
Shifting: foot	Builder: CCI	
Engine sprocket: Primo belt	Special features: shaved and chromed	
Trans sprocket: 22-tooth	**Wheels**	
Wheel sprocket: 51-tooth	**Front**	**Rear**
Painting	Size: 21-inch	Size: 16-inch
Molding: Bob Arellano, Sr.	Hub: CCI	Hub: CCI
Painter: Gary's Paint	Rim width: 2.25-inch	Rim width: 5.25-inch
Color: modified candy apple red	Tire: Pirelli	Tire: Bridgestone
Type: Deltron	Brake: dual disc	Brake: Softail
Special paint: pinstriping by Bob Bonds		
Other special modifications: handmade gas caps, nickel-plated chain. Special thanks to Gary Arellano, Mike Jackson, Gary Wyandt, Johnny T., and The Greek.		
Photos: Silvermoon		

DOLA HOSACK

Dayton, Ohio

Recently, one of the guys on the staff told me about a comment he received regarding this column. The woman he spoke with said that she didn't want to read about women who climbed Mt. Everest, she just wanted to read about plain folk. Well, let me tell you a little bit about my criteria for choosing women to be featured. I don't care about their celebrity status, I don't care how much money they have, and they don't have to perform a feat as extraordinary as climbing Mt. Everest. The kind of women I want to feature are women who contribute positively to motorcycling, women whose spirit and enthusiasm for the sport encourages others to become involved, and women whose lives are inspirational and motivational. One such woman is Dola Hosack.

Dola is 29 years old, rides her 1974 pink Sportster with the Dayton, Ohio, chapter of Women In The Wind MC, and is HIV positive.

Photos:Dan Soder

"I came out to show bikers that they are not immune to this disease . . . you don't have to be gay to have AIDS."

Dola has been diagnosed for two years now, but has only come out recently through the support and encouragement of her sisters in Women In The Wind. "I came out to show bikers that they are not immune to this disease," says Dola. "You don't have to be gay to have AIDS." Dola contracted the virus from an old biker boyfriend.

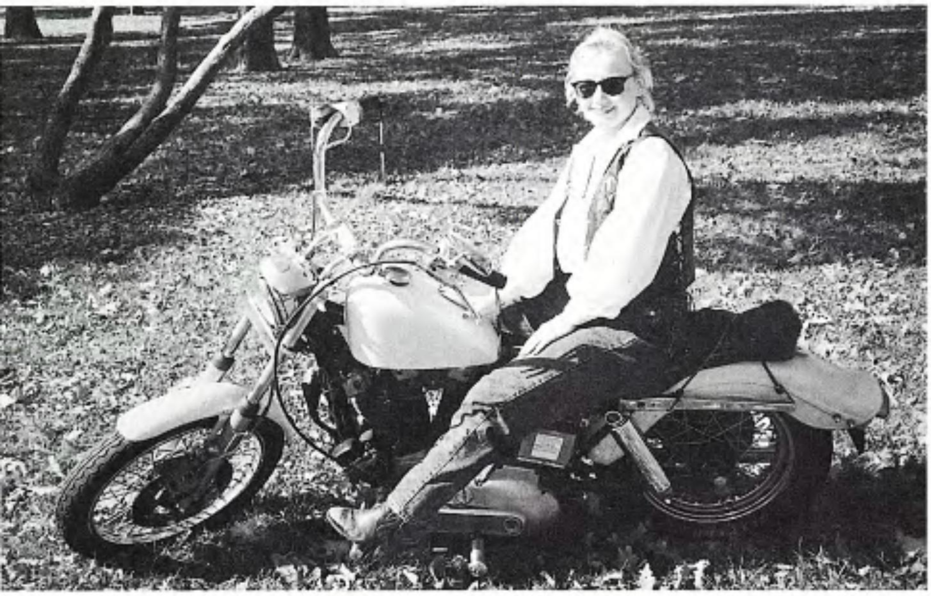
She also went public with the news that she is HIV positive to help other victims of the virus. On August 29, 1992, Women In The Wind sponsored its first Bikers Run Against AIDS (BRAA). The run brought out nearly 100 concerned riders and raised $1,200 for the AIDS Foundation, Miami Valley, Ohio, chapter. Dola feels that people may have been a bit skeptical of the BRAA run this year, but is optimistic that the turnout will be greater in years to come.

Dola has been part of the biker scene in Dayton for over five years now, so when she came out with the news that she was HIV positive, the majority of her biker friends embraced her with hope and reassurance. "Most people come up and kiss me and hug me," she says. "But there are a few who won't even shake my hand." Thankfully, those few have been the exception rather than the rule.

One biker who has provided some special support is Dan Soder, vice president of the Dayton chapter of the Derelicts MC. Dan is married to Sheryl Soder, president of Women In The Wind's Dayton chapter, and the two of them have opened up their home to Dola. Dan is studying for a job in the medical profession, and he keeps Dola up-to-date on the latest information about AIDS and encourages her to attend seminars. He is also trying to educate his fellow brothers in the Derelicts about the virus.

Dola describes herself as being "healthy as a horse," and the fact that she rides almost daily, kick starts her Sportster, and works her tail off as a waitress seems to verify that. She isn't letting her illness get her down, and has even gained a vibrancy for living and a newfound appreciation for what life has to offer.

A large part of Dola's positive attitude is derived from the wonderful people she surrounds herself with, and she would like to use this article as an



opportunity to thank them. These folks include her Women In The Wind MC sisters, Sheryl and Dan Soder, Terry Smith (her boss at the restaurant), and the women in her support group from the AIDS Foundation, Miami Valley.

And I'd like to thank you, Dola, for having the guts to show people that AIDS isn't a closet issue anymore. Every community, every lifestyle, every individual is threatened by this virus. We all need to educate ourselves and work together toward a universal understanding and cure.

And for those of you who are wondering, yes, Dola still has sex ... but she believes in safe sex.

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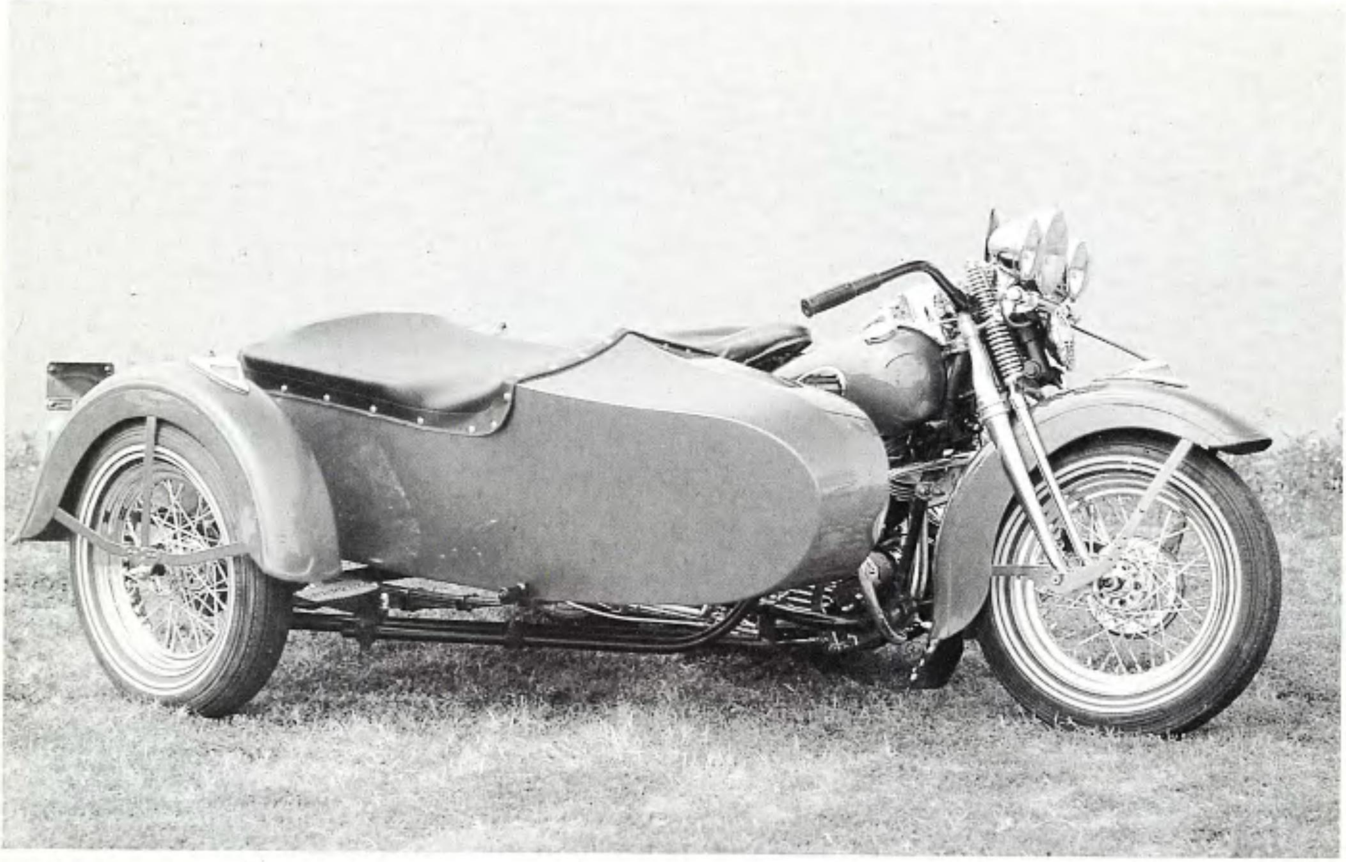


PAUL BROCK, WEST PALM BEACH, FLORIDA

1946 Harley-Davidson knucklehead with sidecar

Starting out with not much more than matching cases and flywheels, the majority of Paul Brock's all original, '46 knuck parts and pieces came together from good bros both living and dead. He suspected all along that the magic behind this steel horse would prove to be more than that of just another show bike. He was right.

For example, take the time he and his knuckle got swallowed up in a central Florida hurricane on his way to an ABATE biker bash. While every rod and rig in sight ran for cover, the knucklehead kept right on course until it reached its final destination where Paul and his determined putt partied unscathed. Then there was the time that Paul was out camping with one of his bros and a couple young sweethearts. When they found themselves surrounded by a full-scale forest fire and all roads sealed off by the state boys, the knuckle faithfully powered through 20 miles of dense black smoke, delivering its coughing and cussing cargo on to a clear open stretch.

'Course the ultimate experience for Paul was getting forced off the road at 70 mph over a 45-foot culvert ditch and left staring in the face of every bro's two worst nightmares—a munched scoot and ripped gonads. But after a little wrenching, some modern medicine, and some good old catgut, Paul says everything's workin' just fine. —Clay Dog

General	**Forks**	
Fabrication by: owner	Type: springer	
Year and make: 1946 H-D	Builder: H-D	
Model: knucklehead	Special features: stock '74	
Chroming by: Brown's Plating	**Accessories**	
Engine	Bars: knuck	
Year and model: 1946 knucklehead	Lights: 6-volt, spotlights	
Rebuilder: unknown	Gas tank: fatbobs	
Displacement: 74 cubic inches	Oil tank: horseshoe	
Transmission	Seat: solo	
Shifting:3-speed w/ reverse, on tank	Other: trusty sidecar	
Trans sprocket: 21-tooth	**Wheels**	
Wheel sprocket: 51-tooth	**Front**	**Rear**
Finish	Size:16-inch	Size:16-inch
Color & type: candy apple red, lacquer	Tire: CCI	Tire: CCI
Special paint: damn near perfect	Brake: disc	Brake: disc
Frame		
Year and builder: 1946 H-D	**Special modifications:**	
Type: stock rigid	stock 1946 sidecar. Special thanks	
Rake: 28-degree	to Pete Smith.	
Alterations: none	**Photos:** Billy Tinney	

Fox Hunt

SEPTEMBER WINNER

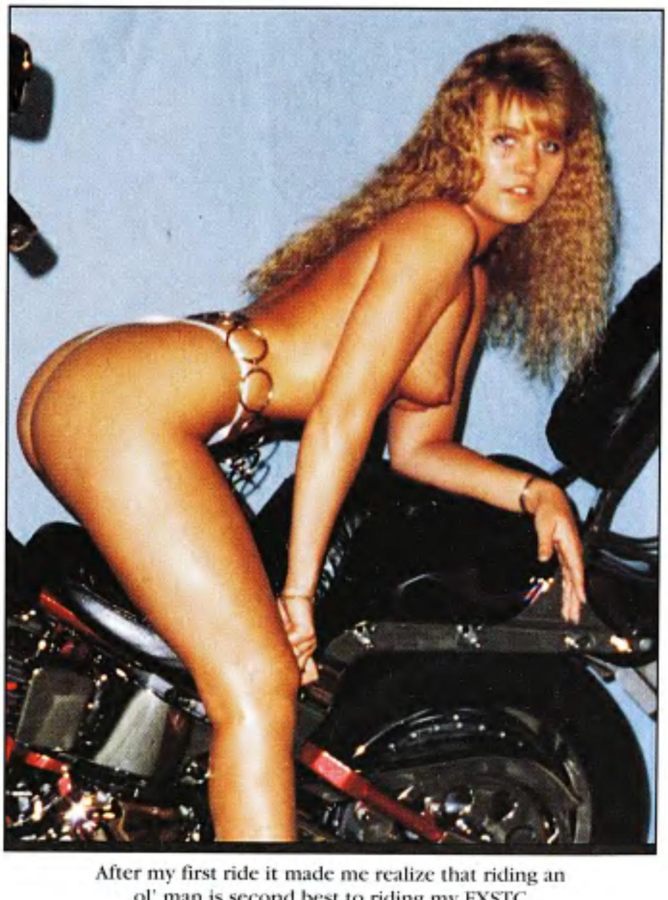
Tiffani is a college senior, majoring in Animal Science at California Polytechnic State University in her hometown of San Luis Obispo. This captivating cowgirl likes real horses as much as iron ones, and plans to one day ramrod a ranch.

When she ain't ropin' a calf, she's out horsecollarin' a cowboy-biker type. She's into rigid frames and really got off on bouncing around the back of Ol' Blue down the Hollywood Freeway.

Check out her style on Tim Vierra's '55 pan/shovel on page 108.

—Clean Dean

My first Harley ride was a decision—not a compromise. I wrapped my legs around that American steel and soared.
Kira, California—#201

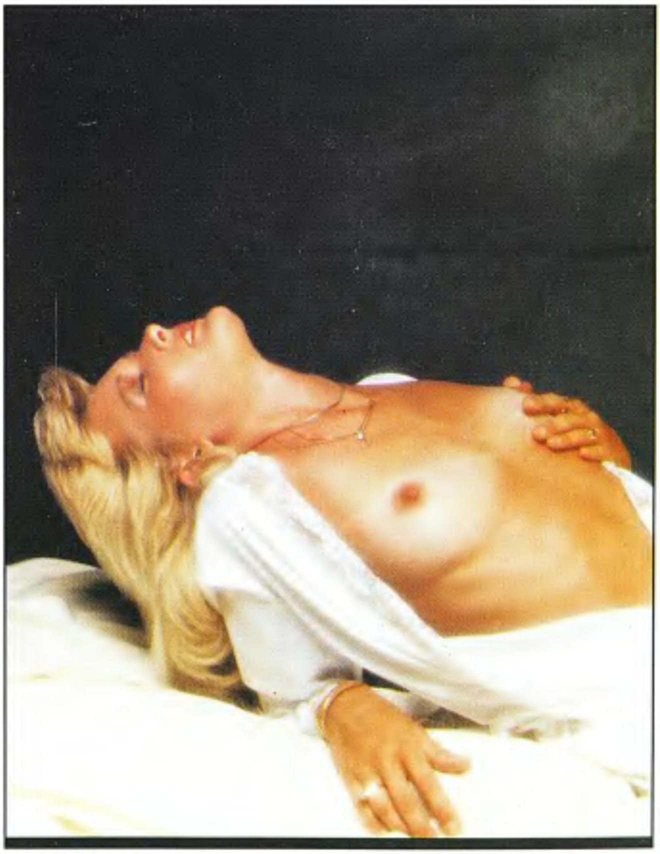


After my first ride it made me realize that riding an ol' man is second best to riding my FXSTC.
Porsche, Regina, Saskatchewan—#202

My man on a Harley flames me with desire. I crave to feel a roaring engine rumble between my legs.
Carrie, Florida—#203

My high school boyfriend picked me up for school, but we never made it. We took off to Ohio.
Camille, New York—#204

Thanks to Dog and that killer Sporty, my first ride was the best! I'll never forget the awesome vibes and thunder.
Sherry, Florida—#205



I remember the hard-vibrating steel beneath me. I ride my man like I ride my bike—long and hard.
Cathie, Illinois—#206

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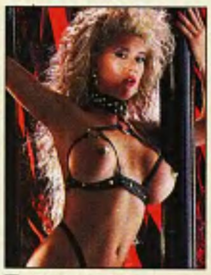

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Fox Hunt

Ladies, make $500 by being selected as the winner and modeling for an *Easyriders* feature! Men, help pick the winner by mailing in your vote.

That's right, Ma Bell's definitely on the rag, and there are no phone votes anymore! But there's still a new winner every month.

Okay, bros, here's a chance to share your favorite hardbelly with all bikerdom on the pages of *Easyriders*! We're hunting for the foxiest, real-live, bike-lovin' ladies to show their stuff.

It works this way—if your entry is selected as the monthly winner, you get $150 for sending in the photo; the cutie gets $350 for modeling at our studio or choice of location. (Girls, send in your own photo and grab the whole $500!) We'll even throw in round-trip airfare and deluxe accommodations at a hotel Spider doesn't know about (or isn't allowed into) and maybe—just maybe—even a ride on one of our Hogs.

The contestants are selected by our lecherous staff, and the winner is determined by your votes, based on how many votes are received in the mail during the voting period.

Final judging will be based partially on the contestants' reasons—in writing—for wanting to pose for *Easyriders*.

Applicants must be 18 years of age or older to be considered. The following documents are required for each Fox Hunt entrant:

1. Entry photos (nude).
2. The release form on this page signed and a photocopy of model's driver's license.
3. A photo of the model holding the signed release form and her driver's license.

Ladies, one last favor. In your own sweet, legible handwriting, please fill out the entry form and answer the question at the bottom of the page.

Photos must be black-and-white prints, color prints, or color slides—no negatives (color slides are best). Sorry, no photos can be returned without a self-addressed stamped envelope (SASE); all entries become the property of *Easyriders*.

Readers, exercise your God-given right as a biker and reader of this rag and vote. Simply write the name and number of the lady you like best on a postcard—or the back of a sealed envelope—and mail it in to #236 *Easyriders* Fox Hunt, Box 3000, Agoura Hills, CA 91376-3000. For this issue, you can begin sending in your votes starting January 1, 1993.

Here she is, bros, the ninth monthly winner in our 14th Annual Fox Hunt, Sheila, #1001, from Minneapolis, Minnesota. See more of her next issue.

Like we say, it's easy. Just look over the luscious ladies, note the name and number of the fox who entices you the most, and vote. If you're not into her comments about our lifestyle, you can vote for another girl.

The deadline for voting for this month's colorful crop of cuties is January 31, 1993. We will print the winner in the June 1993 issue.

FOX HUNT
Box 3000, Agoura Hills, CA 91376-3000

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I further agree that if I am selected, that for valuable consideration this will serve (along with other model releases I will sign) as permission to publish photos from the *Easyriders* photo session

Model's Name ____________________

Address ____________________

City ________ **State** ________ **Zip** ________

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I am _____ **years of age, born** ____________________

I will pose Topless ________ **Full Nude** ________

Model's Signature ____________________

Send a photocopy of your picture I.D. that shows your signature and photo.

Photographer's Name ____________________

Address ____________________

City ________ **State** ________ **Zip** ________

Daytime Phone (   ) ________ **Evening Phone (   )** ________

Photographer's Signature ____________________

Don't forget to vote. These girls are depending on you.

In the space below, or on a separate page, tell the staff about your first ride on a Harley.

MORE HOGS IN THE DIRT

AMA Adds A New Racing Class

The American Motorcyclist Association (AMA) has a plan, and you're the reason they came up with it.

First, they want to reward those of you who pry yourselves away from the bar and head out to the track to watch the racers go 'round. Second, they want more of you to follow the first group.

"We're still finalizing the details, so I can't give you any sort of final word yet," was the answer AMA National Technical Manager Merrill Vanderslice gave me when I called looking for information. But he was more than willing to fill in some of the blanks.

The AMA plans to add a new class of Harley-Davidson 883-based dirt track racing to the current all-Harley 883 U.S. TwinSports road-racing series. The result could be something like the old AMA Grand National Championship. Racers will ride 883s on both dirt tracks and road race courses. According to Merrill, at the end of the year one overall champion will be crowned along with individual class championships awarded to the top road racer and dirt track finishers.

Think about it, race fans. It's enough to flood your carbs. Some of the world's best Harley flat trackers dragging their knees through all sorts of right-left-right twisties. And Harley TwinSports road racers learning what it's like to plant one steel shoe in the dirt while turning left, left, left, and left again around a dirt oval. 'Course if you're already a fan of guys like Mike Hale and the legendary Jay Springsteen, who currently race both styles, you're gonna want to be first in line when the bragging rights are handed out.

But hold on. Merrill told me something that's going to make things even more interesting: "Current and former champions may not be eligible." This is being done to keep the competition open and fair for all the racers, and prevent the races from being one-person runaways. The cut-off point for former champions would be 10 years, which means that people like Jay Springsteen, who won his last national championship over 10 years ago, would be eligible.

Rules like this have been one of the main reasons for the attraction of 883 U.S. TwinSports racing since it started three years ago. The class puts the emphasis on rider skill rather than on big team and big budgets. It's a true "production" class, meaning the bikes have to be box stock. Very few modifications, other than removing lights and changing the exhaust, are allowed. "The bikes are so stock," Merrill said, "that even the electric starters must work. We want it to be a class where the average person has a chance to win—not just the person or company with the most money to spend."

There's even a plan for Bike Week that will move Daytona's Victory Lane celebration for the TwinSports race over to the chicane area of the track, right across from the "Harley Heaven" grandstands, so all of us Hog wild fans can be part of the action.

Anyway, don't let these racy pages stick together, and we'll be back with more details as soon as we hear them.

—Ricky Racer

Photos: Rick Menapace

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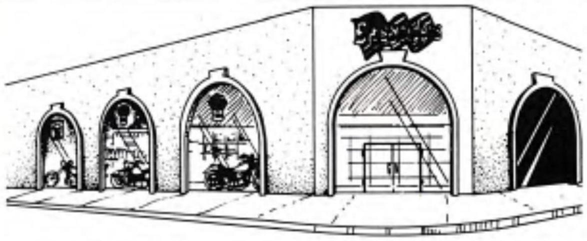

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the mainshaft will slide out toward the cover end. Here's what it looks like all together (15) and here's what it looks like all spread out (16).

Top row (sprocket end pieces): big nut (left-hand thread), locking washer, sprocket, oil seal, spacer ring.

Second row: small grease seal, thrust washer, main drive/4th gear and shaft, clutch, snap ring, thrust washer, 3rd gear.

Third row: needle bearings, mainshaft.

Fourth row (kicker end pieces): 1st and 2nd gear unit, bearing race, bearing locking washer, nut.

Once the case is empty, clean it thoroughly and look for cracks or porous areas that might let oil seep through

Note that the mainshaft clutch dog slides into depressions in the 3rd and 4th gears. Still, the dogs engage by the angled ramp action and the ramps must be in good condition. Note also the word "high" stamped on the clutch (17). The "high" side goes toward the sprocket end of the shaft.

Once the case is empty, clean it thoroughly and look for cracks or porous areas that might let oil seep through. Such defects can be repaired by welding. However, welding near a gasket surface can distort the case assembly.

Harley-Davidson makes special tools for removing and replacing the seal at the sprocket end. Avoid prying the seal out. When the seal comes out, it will allow the spacer ring to come out, too. The spacer fits between the sprocket and a shoulder on the drive gear shaft and acts as the thrust washer on its end of the shaft.

With the seal (and all the gears) out of the case, here's what you see (18). The insert in the recess for the seal is the bearing race for the drive gear needle bearings. It may need to be replaced. Take out the snap ring that keeps the race from migrating into the case. Heat the case to about 300 degrees. An oven will do, and may even have a thermometer in the door. The race will easily tap out from the inside.

Temporarily assemble the main drive unit to check the end play of the new bearing race. Put on the thin thrust washer, the bearing race, the spacer, and the sprocket, and tighten them moderately with the big nut.

Measure bearing race end play. When used with Neoprene lip seals, end play should be .010 inches to .030 inches, with about .015 inches as the acceptable minimum. If the race is too tight, lay a sheet of 320-grit wet-or-dry sand paper on a smooth surface and sand the shoulder end of the race.

When you go back together, you must put the race in a refrigerator freezer to cool and shrink it. Then stand the case itself on a hot plate at low heat—about 300 degrees—to heat expand it. With proper use of cold and hot, the new race will drop right in. Temporarily install the drive gear and double-check the end play (19). Install the inside snap ring.

The case for 1979 and later models has no inside thrust washer or bearing race. Excess end play is repaired by

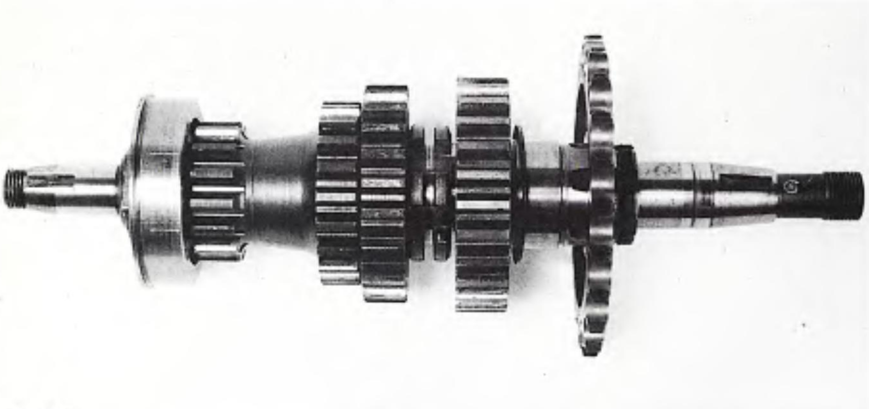


Photo 15

Photo 16

Photo 17

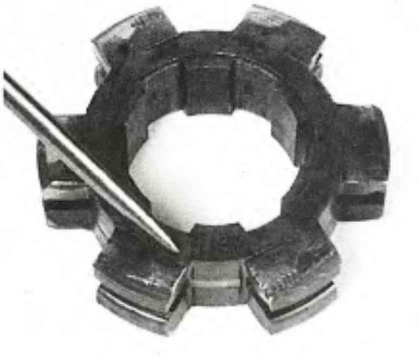
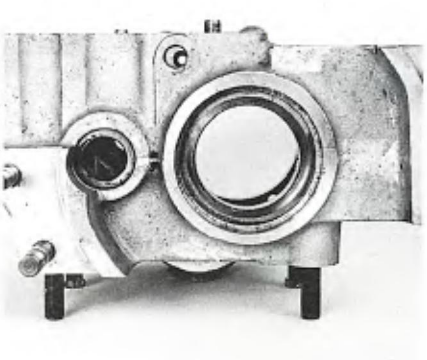


Photo 18



Photos: Clark Crouse

welding and remachining the case.

Once you get it right, grease the lip of the oil seal heavily, and gently slide it over the spacer (20). This method, rather than installing the seal with the spacer in place, assures that the fine edge of the spacer does not cut the lip of the seal. The Harley-Davidson tool for removing the seal can also be used to press it into its recess.

At this point, you could install the sprocket, but it would tend to get in the way, so save it till later. For the moment, put the temporary spacer and the big nut back on to hold the drive gear in place as you install the mainshaft and gears.

Begin with the large bearing and race at the kicker end, and follow with the 1st and 2nd gear unit (21). Stick this assembly into the case, and slide on 3rd gear and the 3rd gear thrust washer. Advance the shaft far enough to get 3rd gear past the lump in the bottom of the case, and put on the thrust washer, troublesome snap ring and the dog clutch. Ease the mainshaft through the drive gear, continuing to work the troublesome snap ring back toward its groove until it (and everything else) slides into place.

If 3rd gear is not seriously worn, a new thrust washer will give it the right end play and it will need no additional attention. Accordingly, the retainer plate and nut at the kicker end may be put back on. Install the sprocket long enough to lock the mainshaft and drive gear so you can tighten the nut. Tighten to 55-60 foot-pounds.

With everything looking good, install the new needle bearings and thrust washers in the ends of the cluster gear. Add 2nd gear and its new bushing, the thrust washer, and the snap ring. Slide on the clutch and the 1st gear thrust washer and bushing. Next comes 1st gear itself. Put this assembled unit into the case and slide the countershaft in from the sprocket end—but not all the way. You have to get the thick thrust washer in place (22).

This will take a little jiggling to get the thrust washer right over the end of the countershaft, but it will go. Add the retainer, locking washer, and nut on the outside and measure the final end play (23). If it's wrong, try another thrust washer at the end. If the end play is right, put the O-ring in the countershaft, push it home, and tighten the nut securely and bend up an ear on the lock washer.

Now comes the hard part: installing the shifter forks and getting the shifting fingers to line up with the grooves in the shifter barrel.

Temporarily install the shift forks and shaft, leaving the O-ring seal off until the forks are adjusted. Harley makes a special gauge-block tool for this, but you can succeed with a careful eye and feel.

Ease the top cover on just far enough so that the fingers enter the slots in the shifter barrel. Then, ease the top cover off and measure again. If the forks had to move for the fingers to fit into the barrel, move shims from one side of the fork to the other to even it up. This is done with the transmission in the neutral position.

With a feeler gauge, measure the spaces on each side of the clutch. The object is to have equal amounts on both sides so that the clutch is centered between its two gears—in neutral.

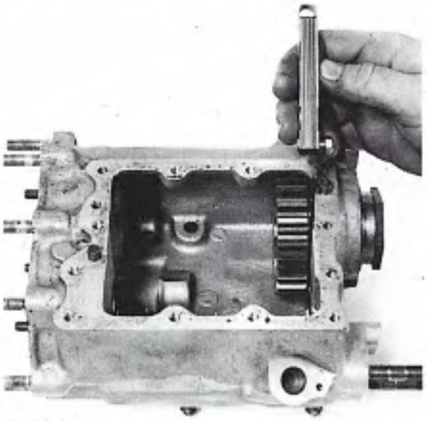
The 1st and 2nd gear clutch (cluster gear) should have .080-090 inches on each side.

The 3rd and 4th clutch (mainshaft) should .100-110 on each side.

Once the forks center properly, tighten the nuts on the fork units, put the O-ring on the fork shaft, and install the shaft. When the top cover goes on, the finger rollers should engage the slots in the barrel perfectly and the lever travel between gears should feel evenly spaced.

Remove the temporary spacer on the main drive shaft and install the sprocket. Remember, the big nut has a left-hand thread. Tighten to 50-60 foot-pounds.

—Maestro



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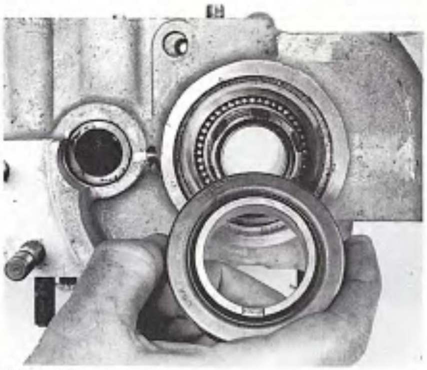

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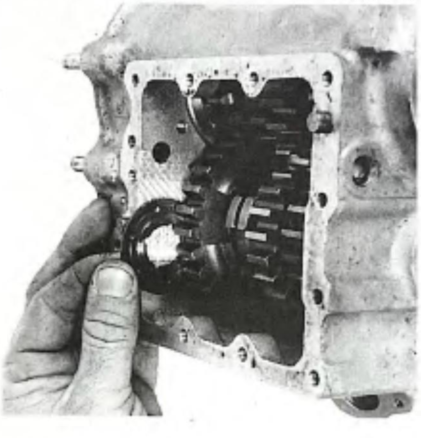

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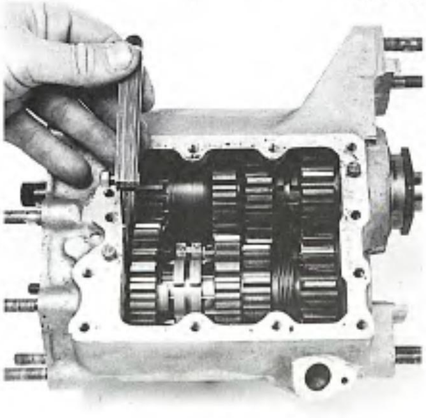

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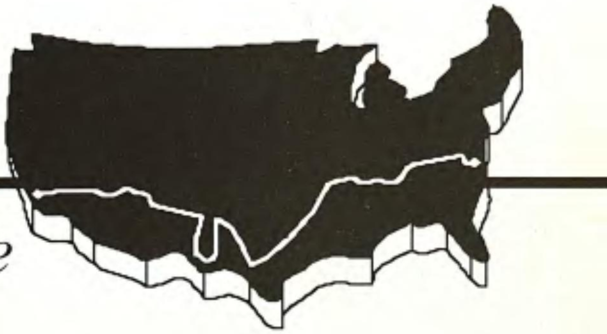
RIP'S RUN



Rip Rolls From The Eastern Shore Of Maryland To The Southwest Corner Of The Lone Star State

Shore-To-Shore

Howdy. This month's column begins in Atco, New Jersey, where Sugar Pai, my FLHTC, and I rode to see the East Coast Racing Association's (ECRA) 1992 All-Harley Drag Racing Finals, held September 18-20. Look for detailed coverage of this event in the April '93 issue of *Biker* (#109).

From Atco, Sugar took me south to Jessup, Maryland, for a visit with Dan Fitzmaurice of Zipper's Performance Products. I interviewed Dan for an upcoming *Easyriders Video Magazine* (most likely No. 16). Dan is currently the world record holder in the 1/4-mile Pro Stock, with an ET of 8.707. This record-breaking feat was done at Atco, N.J., September 20, during the ECRA finals. Dan's racer is sportin' a new frame with a bitchin' auto, 5-speed transmission. Both items were made by Bandit Machine Works, of Lancaster, Pennsylvania. Dan only uses the clutch when he leaves the starting line. From then on, shifting is handled by pushing a button on the bars. The motor is alive while the tranny is being cycled. It's neat as shit.

From Jessup, I rode to Ocean City, Maryland, which is located on the eastern shore. I'd been invited there by some biker folks who operate Smoke Rings Inc., a novelty store. They sell tobacco, custom leather goods, and jewelry. Riding into Ocean City on Route 50, I met Big Bird, one of the local bikers. He rides a Softail. We ran around together that weekend. He was my guide and sidekick.

On Saturday, October 3, we went by the Stumblin Inn for their 10th Annual Customer Appreciation Pig Roast. The Stumblin Inn is located on an inlet leading to the Atlantic Ocean. In their back- →

People's choice winners at Smitty's Swap Meet and Bike Show.

Photos: Rip

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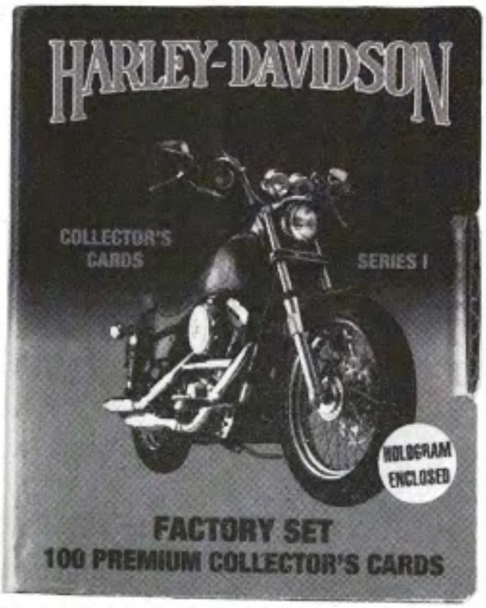

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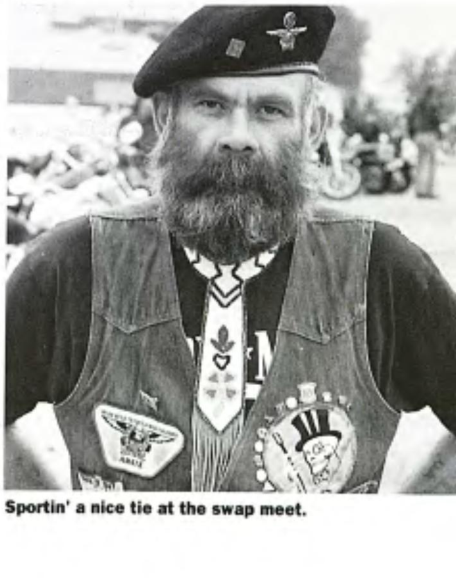
Foxy Ann at Smitty's, Laurel, Del.

yard they have a covered, open-air patio with a wet bar and small bandstand. We kicked back and watched the fishing boats coming and going. They also have water taxis that connect you to 14 different bars and restaurants. The ocean water was rough, with large waves crashing on the beach. The food and company at the Inn was grand.

I liked the colorful names of some of the spots around the area, especially Little Assawomen Bay and Big Assawomen Bay. Yes, they're spelled right. I'm guessing that these names originated from the Cherokee who settled in these parts many moons ago.

By the way, when was the last time you heard of a governor knocking a particular area in his own state? Seems the current head of state, Governor William Donald Schaefer, made a statement to the effect that the eastern shore of Maryland was the state's outhouse. Naturally, that comment pissed off a lot of people. There have even been sever-



Sportin' a nice tie at the swap meet.

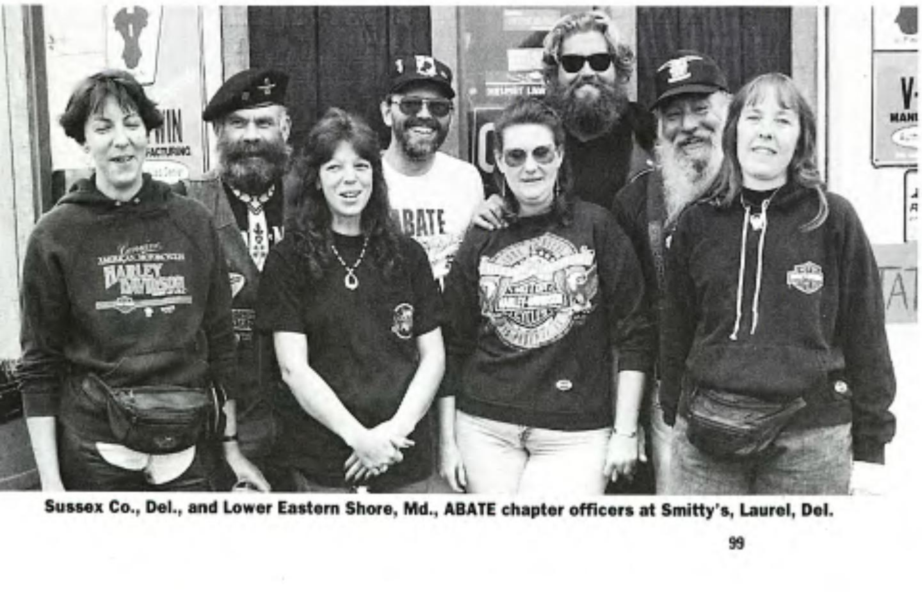
Dan Fitzmaurice (on bike) and his pit crew get their new bike ready to break records.

al songs written about it, a few of which we heard that evening at the Stumblin Inn. One song goes: "We don't give a damn about the rest of Maryland. We're from the eastern shore." Bumper stickers were printed that read: "We are from the shithouse side of Maryland and proud of it." Other stickers stated, "Fuck Schaefer" and "Schaefer Sucks."

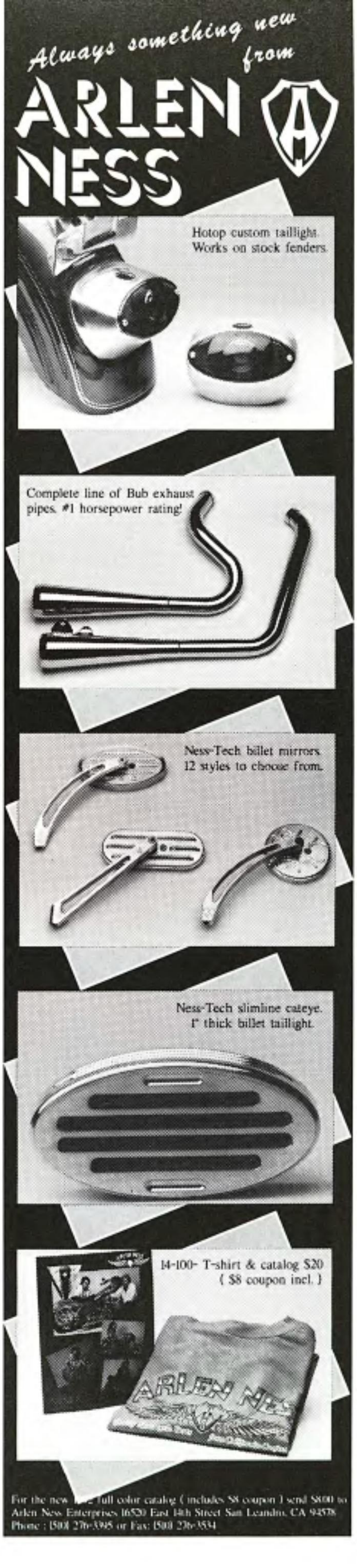
On another political note, the powers that be in the city of Baltimore tried to cancel the biggest toy run in the nation. Luckily, they failed. I can't understand what kind of government would try to prevent the collection of food for the needy and toys for underprivileged kids.

The next day, Big Bird and I rode north to Laurel, Delaware—home turf to George Thorogood and the Delaware Destroyers. They get lots of air time on the local radio stations. Bird and I went by Smitty's Cycle and Auto Center. Smitty's is a Bros Club dealer located at the junction of Hwy. 13 and Hwy. 9. Smitty, along with ABATE of Sussex County, Delaware, and the Lower Eastern Shore Chapter of ABATE of Maryland, sponsored a Ride-in Bike Show and Swap Meet on October 4. It was a People's Choice judging, and they awarded trophies to the top three bikes. With People's Choice voting, it helps to have your friends and relatives there. Bernice Lawless, of Seaford, Delaware, with a '92 Hugger, took top honors. Despite gloomy weather and cool temps, a fair amount of riders showed up. I met Meatloaf, of the Tribes MC, and Maniac and Pooh, of the Vietnam Vets MC, before leaving Smitty's and heading over to the Eastern Shore Riders clubhouse for a couple of brews.

We got wet going back to O.C, but we didn't have far to go. It was no big deal. Oh yeah, before I forget. While in O.C, Bird and I ate breakfast every morning at Ramblers, located on Route 50. One of the items on their menu is something called scrapple, a mixture of animal body parts such as brains, eye- →



Sussex Co., Del., and Lower Eastern Shore, Md., ABATE chapter officers at Smitty's, Laurel, Del.



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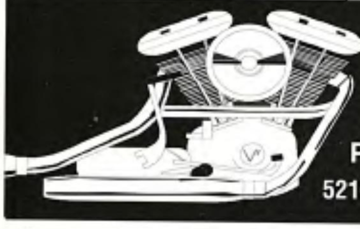

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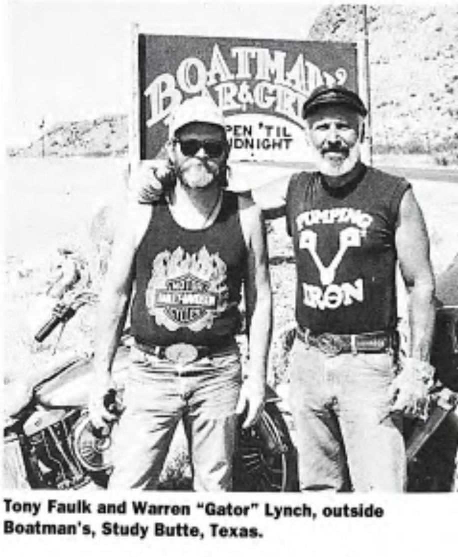
Sabino Torres. He and I went into Mexico together.

balls, pig and chicken guts, ears, hoofs, pig snouts, etc. Yeah, real appetizing stuff. No, I didn't try it. There's a limit to what I will and won't eat—and scrapple ain't one of them.

I left Maryland on Tuesday, Oct. 6, heading west. I wanted to get rolling before it got colder and started snowing. The route I chose was I-81 south out of D.C. to Knoxville, Tenn. If you ever get the chance to travel this road, do it. You'll ride on a ridge with beautiful valleys on both sides. The greenery was spectacular. Coming from an arid climate, I like seeing the foliage. It had yet to freeze, although it was getting too brisk to ride comfortably at night. A few of the trees were just starting to change color.

Leaving Knoxville, I rode through Memphis and Little Rock, Ark., on I-40. I made it to Oklahoma City that night and called the Hide-A-Way bar in Del Rio, Texas, 2210 Hwy. 90 E. If you get lost try calling (512) 775-8902. The cur-



Tony Faulk and Warren "Gator" Lynch, outside Boatman's, Study Butte, Texas.

Sunday night at the Hide-A-Way, Del Rio, Texas.

rent operators of the bar, Warren Dale and Suzi Deason, told me to "come on down." On weekends the Hide-A-Way features a house band that plays Texas blues. Warren plays lead guitar and sings.

Early the next morning I putted south out of Okie City on toll road I-44 south, across the Red River into Texas. Then I took Route 277 south out of Wichita Falls, riding through Abilene and San Angelo into Del Rio. En route I saw mucho road kill. Watch out for mule deer. I had an ulterior motive for visiting this part of the country. I've been back and forth across Texas many times and many different ways, but I've never been to the extreme west or southwest. I wanted to see the Big Bend area, the highest area of Texas, and also visit what was probably the first outlaw or pirate radio station ever located across the border in Ciudad Acuna, Mexico.

As a boy I remember listening to this very powerful radio station. I think the call letters were XERB, although when I went by there it was called XERF. The Mexican government may have changed it. While talking to some of the locals at the Hide-A-Way, they related some macabre and bizarre tales concerning a Dr. Brinkly, the guy who owned the station. He was a real quack. He tried to sell gonad transplants over the airwaves. The testes transplants were taken from goats. They said it worked, but "when you took a leak it smelled like goat piss." Brinkly also sold autographed, 8x10 color glossies of Jesus Christ. And if you were really into it, you could buy parts of the cloth Jesus wore for $2 (add 50¢ if the cloth had blood on it).

The Howling Rooster, now known as Wolfman Jack, got his start at this radio station. "How's your peaches baby?" was a line delivered by the Wolfman many times. They broadcasted from Mexico because the FCC wouldn't let them transmit in the USA. Folks say they put out over a million watts. In the →

Some of the riders who showed up at Smitty's swap.

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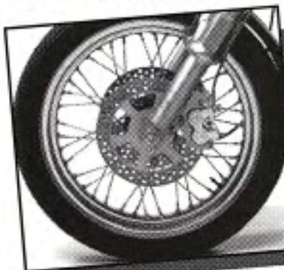

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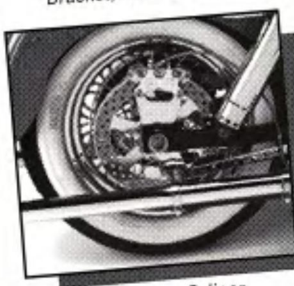

Four Piston Caliper Bracket, Cast 11.5" Disc

'84 & UP

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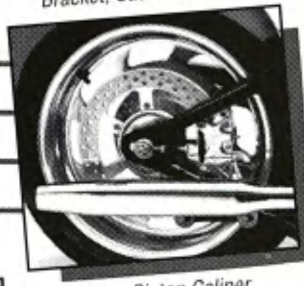

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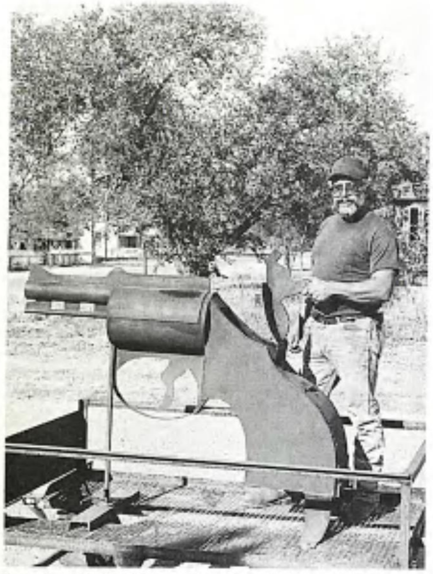


Tony Aguilar Jr., Alpine, Texas, ready for BBQ action.

The Alpine gang at Big Bend Cycle, Alpine, Texas.

'70s they were cut back to half a mil. Whenever the mood struck, usually in the late night/early morning hours, they played gospel music. They also played lotsa homeboy stuff—Buddy Holly, Roy Orbison, Ritchie Valens, and the like.

Remember the ZZ Top tune, *Heard It On The X*? It was about this radio station. The story goes that when the federales came to take possesion of the station they told the disc jockey on duty at the time, "If you want to live, gringo, there's only one way out of here and it's not through the door." The deejay dove out of a second-story window to escape their wrath. Americans aren't supposed to own property in Mexico.

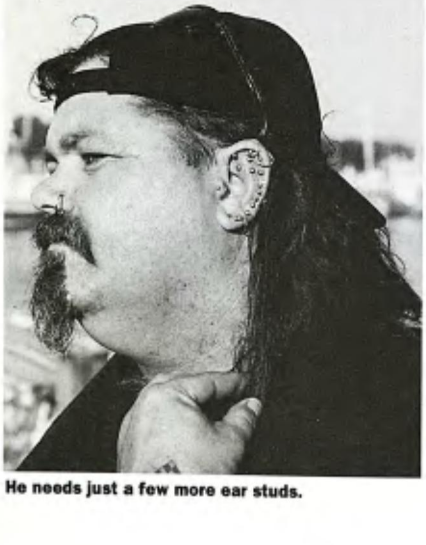
Warren took a couple of days off to putt with me. We rode by Big Bend National Park, Lake Amistad (Lake Friendship in Español), and Langtry, Texas, where Judge Roy Bean was the law west of the Pecos River. Terlingua, where the Pecos dumps into the Rio Grande, means three languages—Indian, Spanish and English. The locals celebrate an annual chili festival there. We stopped at Boatman's Bar and Grill (located at the junction of Highways 170 and 118 in Study Butte, Texas) for a few brews, and then Gator cooked up a couple of huge burgers for us. Tony Faulk, who putts a '79 FLH, owns and runs Boatman's. The Gator man, Warren Lynch, owns the place next door called the Desert Dragon Gator Farm. He rides an '86 FLTC. They are fun people. Check them out.

Warren, from the Hide-A-Way, and I rode along the Rio Grande for many miles. We stopped in Lajitas, Texas, where we saw a goat tip a Lone Star longneck and chug-a-lug it solo. Someone popped the cap and handed it to him, but that was all the help he needed. We rode up a hill where part of the movie Fandango was filmed and saw where the bottle of champagne was stashed.

Warren owns a city block in Marathon, Texas, and we spent one night at his house. While there, I met Tony Aguilar Jr., one helluva welder and cook. We had a cookout that night, hosted by Tony. On one of these pages you'll see one of his humerous creations—the pistol barbecue.

We also rode to Alpine, Texas, where I replaced the halogen H-4 headlight bulb on Sugar Pai, got a couple quarts of oil, and ate two fine homecooked meals. One of these great meals was courtesy of Ernest, the owner of Big Bend Cycle and Automotive, 1609 W. Ave. E, (915) 837-3267. The other one was after the party at Gene Villarreal's house. Gene's a full-time wrench at Big Bend Cycle.

I spent the night at Gene's place. We had a party and a lotta the homey bikers showed up. We watched *Easyriders* Videos 13 and 14 (of which I had an early promo copy). There are some fine folks in west Texas, and I enjoyed meeting them. If you're ever in the area, check out Ernest's shop. You



He needs just a few more ear studs.

Beer-drinking goat, Lajitas, Texas.

Cutting up at Smitty's.

should also check out the Toltec bar in Alpine. It's one of the oldest bars in Texas, and it's a Tex/Mex biker bar.

To summerize my west Texas trip, I'd have to say that I liked the scenery. It was right out of one of those old John Wayne movies. You're riding around on the desert floor when ya look over and see a big rock growing out of the ground with nothing else around. Warren said, "It's the tail end of the Rockies." It kinda reminded me of Southern California's deserts without the mountains. The Big Bend area was green. Emory Peak's elevation is almost 8,000 feet. It's in the Chisos Mountain range. *Chisos* means greasewood. In Mexico, the Rio Grande is called the Rio Bravo. Like I said, it's right out of a western movie. In fact, John Wayne built a movie set near Del Rio, where he made a movie called *The Alamo*. The set is still there and was used recently for a soon-to-be-televised movie called *Rio Diablo*.

Well, I finally got that urge to see west Texas out of my system. That's not to say that I won't ride that way again. Who knows? And while I'm on the subject of visiting places, how about a little mail? I would dig getting mail from you. Yes, I'm talking to you, so how about it? I'm looking for interesting places to visit and equally interesting bike riding folks to spend time with. Until then.

—Rip

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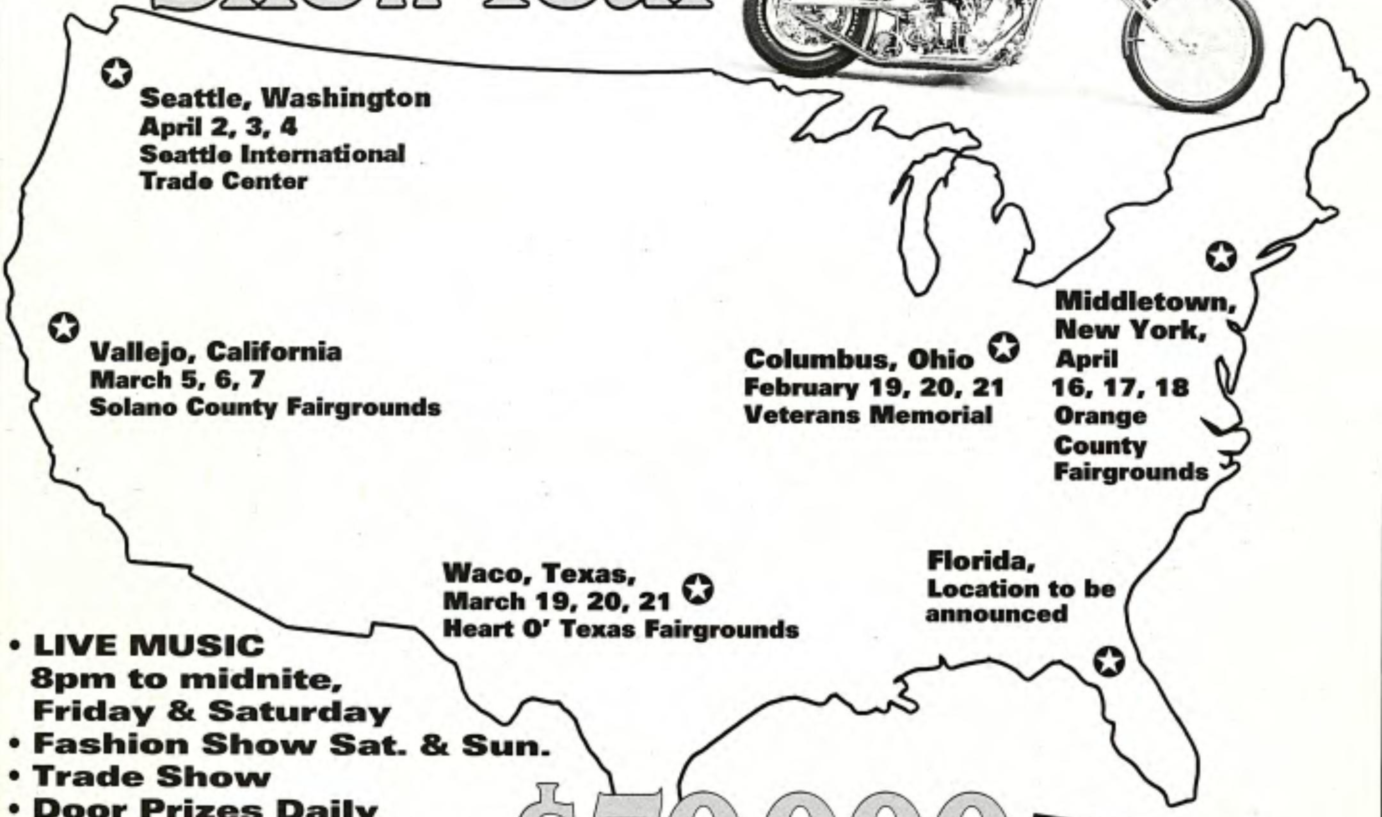

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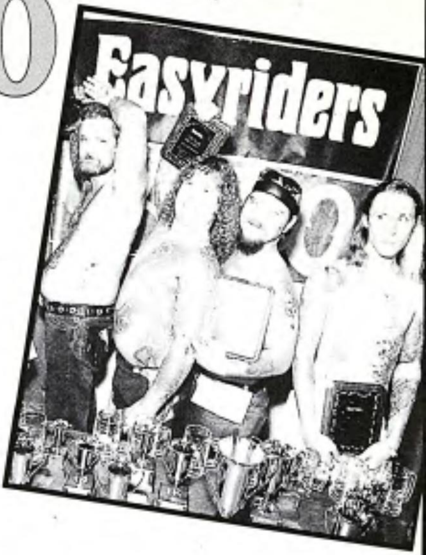

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HARLEYS IN RED SQUARE

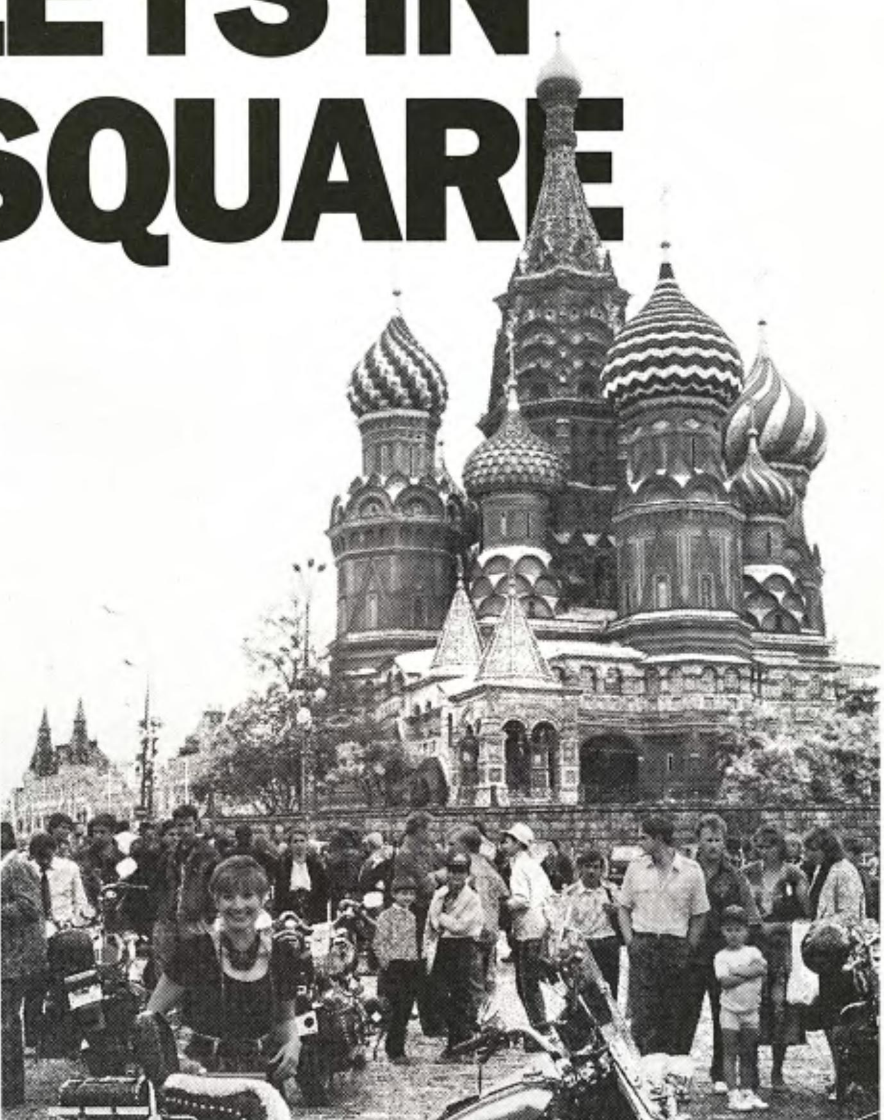
Freedom Tour '92

Back in early 1992 I tore open this plastic-wrapped compilation of tree pulp called *Easyriders* and saw an ad about the Freedom Tour—a Harley ride through Russia (and the Baltics), held in conjunction with a concert tour of various rock bands and the filming of a documentary. Figuring this was a one-time shot to set my wheels on soil where the historic turn of a page from the Soviet

"People here are starving and resort to all methods of survival . . . "

Union to the Commonwealth of Independent States took place only a few months prior, I somehow managed to put together enough money for the trip and four weeks later my squeeze, Marika, and I landed at Leningrad Airport. The potholes on the runway and the abandoned vehicles on the field were only a prelude to what Mother Russia turned out to be.

Although the international promoters of the Tour said there would be 200 Harley-riding travelers making the trip, only nine of us actually participated. Upon our arrival, Jim Pelczar, the Tour leader, briefed us as we waited to get through customs. "People here are starving and resort to all methods of survival," he said. "Beware of pickpockets or *anyone* approaching you."



Photos: Marshall Perry

Three Lincoln limos, shipped over for the musicians, were surrounded by well over a dozen young "bodyguards" who glared crossed-armed at the curious onlookers. The average age of these stone-faced, martial-arts-trained, human pitbulls was 25. There was one with no hair, eyebrows, or eye lashes who looked like Spuds McKenzie. "Those are our goons," Jim said. "They are young KGB officers trained to defend you with their lives. They will be accompanying us at all times."

We were bused by miles of high-rise apartments with clothes hanging from balconies, then alongside →

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WW II monuments and statues of Lenin before we eventually arrived at the ex-politburo "Hotel Moscow," a dive full of hard-working whores and hardcore gangsters. These thugs were reminiscent of old Chicago mafia—except instead of wearing silk suits and spats, they wore jogging suits and tennis shoes.

We dumped our bags, threw on some formal threads, and split for dinner at the Mayor's place, a surreal house full of marble, glass, huge tapestries, and handmade furniture

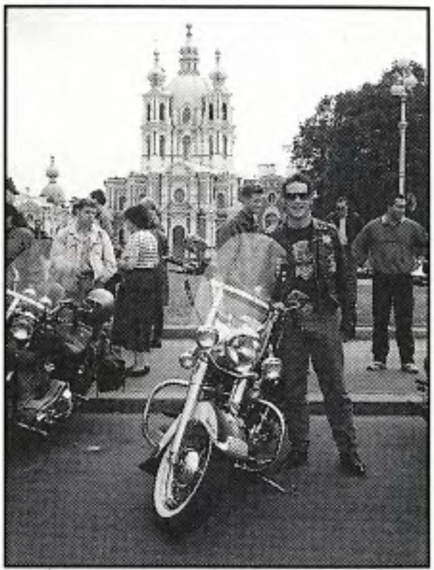
The KGB wouldn't let local bikers come to our hotel

fit for a czar. Although there were only nine of us, the tables were set for the originally publicized 200. The food portion of our trip would have been a whole lot better if we had taken home 191 doggie bags that night. We wolfed down six courses, sat through some speeches, and bagged a decent night's supply of vodka on our way out.

Eventually, we got our bikes—all nine of them—and hit the road. We were led by a police car and followed by six KGB goons in a Mercury Marquis (shipped over for their use during the Tour). At various designated locations we parked our bikes in front of enormous, beautiful churches and palaces, while dozens of Russians took pictures of us. We rode parade-style around town, the camera vans weaving in and out in an attempt to make nine bikes look like 200.

After a lunch of dry salami and hard bread, a screaming police car led us to the Hermitage museum. At speeds of up to 70 mph, we raced down city streets, running a gauntlet of trolley railings, potholes, debris, and pedestrians. A cantankerous old lady attempted to cross the street between bikes as thousands of onlookers lined the street. She narrowly escaped.

We arrived 45 minutes prior to closing, were pushed through one level of one wing of one of the largest and finest museums in the world, were ushered back for a dinner of salami table scraps, and then sent on to the concert. Dave Mason was performing with his band along with Russia's own heavy metal group, Angels & Demons. We arrived late, rode right up to the stage, and revved our engines into a chorus of Harley thunder as the crowd went wild.



The KGB wouldn't let local bikers come to our hotel, so we rode back without them. As we entered the hotel, we saw that the lobby window had been broken. We found out that a British photographer with our group, David Stetson, had been beaten up by the cops and thrown through the window for trying to bring an "unauthorized" woman into the hotel. You see, the hotel bar has plenty of "authorized" girls.

At 10 a.m. we were up and waiting for the music, movie, and security people to join us for the 300-mile ride to Riga, Latvia. Marika and I managed to escape our KGB bodyguards and walked over to the church and cemetery across the street. We strolled around unhampered among vendors, church beggars crossing themselves, and ornate headstones to rival any in the world. We finally had our first pleasant moment in this country—among the dead. We returned to the group and left for Riga at 2:30 p.m. The police ran everyone else off the road as we

sped over some incredibly large potholes with 97 octane, leaded fuel spashing around in our tanks.

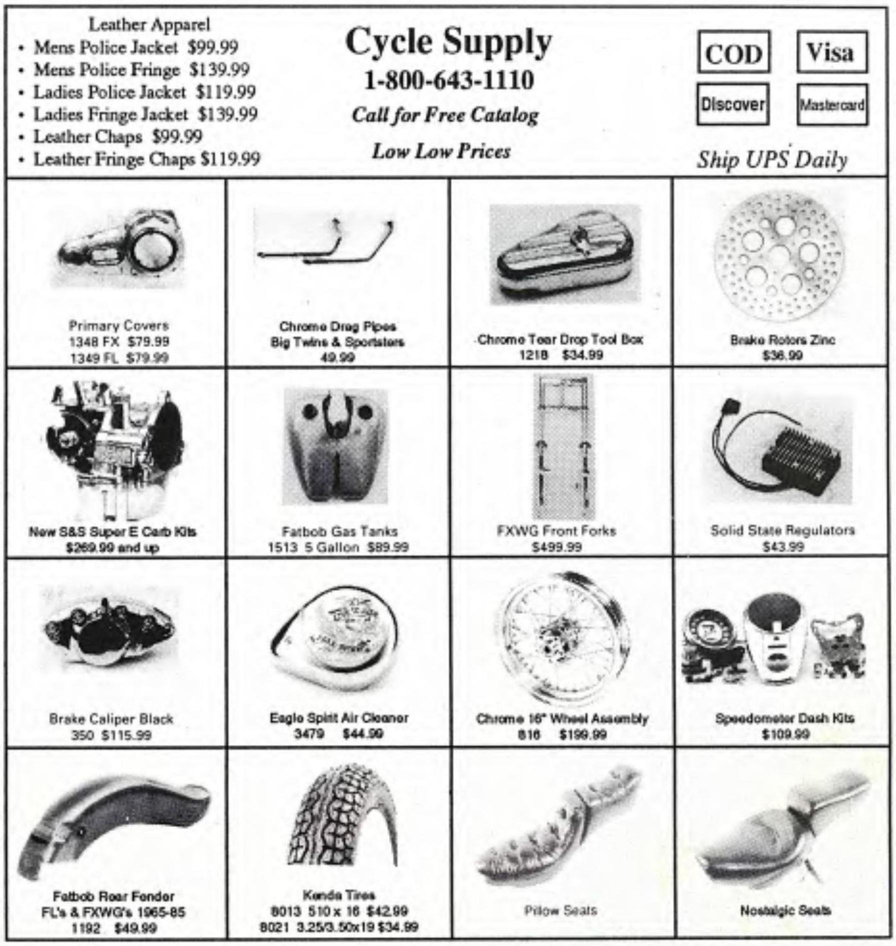
Four hours later we stopped at a road-side police station outside Pskov for another "staple" dinner from the trunk of our goon car. There was no water, so we shared warm beer and Pepsi. Camera crews, musicians, tech guys, and security cops, who hadn't eaten in hours, scrambled for food. Just then, two carloads of gypsies pulled up alongside us and came at us with knives. Spuds and two other KGB boys leapt forward and stood between us and the bandits.

It was enough to make the would-be thieves turn pale and bolt out of there before we could blink. The police station we were standing in front of wasn't enough to scare them off, but something—or someone—in our security group was. We later recalled how Spuds was the one whose breathing pattern and machine-like expression never changed. He always remained as calm as ice.

We rode in sunlight till 11:30 p.m., when it started to rain. We rode for two more hours with the cop's lights going psychedelic on our wet goggles. As we were running out of gas and nobody seemed to know how much farther we were going, we pulled the security guys out of the bus, had them secure our bikes, and bus us into town. Four hours later we hit the sack.

The next morning we took the bus and some fuel back to our bikes, then cruised unobstructed and unhelmeted over the rolling farmland of Latvia. We stopped outside of Riga for a folk festival held in our honor—36 dancing Latvian kids accompanied by a band. As long as I live, I'll never forget toasting the Free Latvia to those tearful eyes of hope.

In Riga, Dave Mason refused to perform on a metal stage in the rain, so Gary Stone, of Black Oak Arkansas, became the star. The next day we headed out to the Lithuanian border where we were met by the Crazy In The Dark MC of Vilnius. These guys take off their headlights, taillights, and mirrors, paint their →



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bikes flat-black, and ride helmetless into the night. The cops hate 'em. We dug 'em.

Fed up with the conditions, Dave Mason flew home from Vilnius. His keyboard player and back-up singer, Guy, was hospitalized due to dehydration. Besides that, even though the bands were appreciated, our Harleys consistently stole all the attention. Photographers from Lithuania's new free press were everywhere. The crowd beyond the wall of police and barricades often

We saw horse- and oxen-drawn carts carrying families and wares

handed us Rubles to autograph. We drew helmets and goggles on Lenin to screams of glee. What a rush.

The next day, our Crazy friends rode with us to the Byelo-Russian border. The countryside on the way to Minsk was incredible. We saw horse- and oxen- drawn carts carrying families and wares. This part of the world has very few cars. The first opportunity we had to stop and refuel, two thieves ran out from behind the bushes and grabbed a helmet and can of gas. Spuds instantly jumped in front of them. As one dropped the helmet, Spuds spun backwards and heel-kicked him in the head. Before the second one could put the gas can down, Spuds snap-kicked him (twice in mid-air) under the chin. Not bad.

One of our bunch, Jayne Kelly de Lopez (featured in *Flyin' Free*, November 1992), thanked Spuds for helping us and gave him a Harley T-shirt. Spuds replied, "Thank you, and, please, vee do not appreciate be'en called 'goons'." When the police showed up, literally seconds later, Spuds casually motioned toward the two unconscious bodies. Without any questions or hesitation, the police followed the 25-year-old's silent command and quickly hauled Spud's victims away. Case closed. Thinking back to the gypsies' reaction and then the behavior of the police, it appeared that Spuds was packing some serious clout on both sides of the law.

Outside of Minsk, our senior rider, 71-year-old Earl, dropped his Ultra Glide (with David, the Brit photographer, on back) as we threaded through a gravel detour. Both suffered severely broken bones. A military ambulance happened to be nearby and rushed Earl off to a mili-

tary hospital. Another ambulance took David to the first of several hospitals. The fiasco that followed the downed photog is a story in itself. It suffices to say that he ended up literally running out of the hospital and catching the first plane he could to West Germany, where he received the medical attention he needed.

Minsk is extremely conservative. WW II killed one out of every four people in this city of millions and they're still plenty shell-shocked. People passed by our bikes like they didn't exist. Teens kept a watchful eye over their shoulders as they sneaked peeks at our American heavy metal. We toured the city and showed up for the concert that night. The crowd was dead. Instead of advertising the free concert, they had sent out invitations to past communist party members' families, so a crowd of about 800 heard a concert set up for 35,000.

Moscow was some 600 miles away and we had one day to get

there, so we loaded our homesick sleds on a flatbed truck and took the bus. The ride was long, rough, and we were hungry as hell. We found some more vodka, though, which helped us to deal with the 15-hour trip and get some sound sleep. Unfortunately, our bikes didn't survive the trip.

When we got up the next morning, the first thing we did was check our rides. We discovered that our saddlebags were completely empty and any emblem that hadn't been screwed on was gone. The Tour directors scrambled for an explanation with stories that contradicted one another, including a report that a band of gypsies held the KGB boys at bay. We began to smell a plot to steal our bikes. Spuds wasn't around the night we were "held up by gypsies in our sleep," so we asked him what he thought of the tour directors' and the other KGB officers' stories.

Spuds looked straight at us and said, "Bullsheet."

Due to rain, we bused around Moscow, occasionally stopping for photos or quick shopping. Outside a restaurant, two young pickpockets (around 10 years old) tried one of our more careful members. Two KGB guys took the boys behind our bus. They emerged moments later, chuckling to each other—no sign of the young boys.

The Night Wolves-Moscow MC greeted us at the Olympic Stadium, all wearing their most recent bruises and scars. Their leader, Sasha, looked like something from Road Warrior. Moscow is a one-patch town, but as guests we were allowed our various colors. The concert consisted of huge hot-air balloons, camera booms, hundreds of police, and very little audience. The Muscovites didn't bother to advertise our Freedom Tour because freedom threatens their system. There's no question that the newfound freedom of the people is a concept with which much of the government is still grappling.

Before we were taken to the airport, we asked the Tour directors why our bikes hadn't been crated for shipping yet. They told us that the shippers had run out of nails. The concept of losing our Harleys to a Russian conspiracy was coming into focus as a stone cold reality. Not knowing who we could trust at this point, we decided to gamble on Spuds. Although Spuds had never shown any trace of emotion or sign of being human, we had no reason not to trust him. When we took him aside and told him our worst fears, he said, "Spuds not let happen." Somehow, we believed him.

As we were about to board the plane home, Marika turned and ran back to Spuds. After giving him a big hug, she couldn't help but look with both surprise and sadness at a small tear trailing down his face.

Thoughout the trip there were many tears of hope in the eyes of the newly independent Baltic people—the Estonians, Latvians, Lithuanians and the Byelo-Russians—who dream of a new tomorrow. But for me, the best memory of all was that last day, when Marika and I became the first Americans in over half a century to ride a Harley across Red Square, leaving behind the defiant roar of our freedom machine.

—Marshall Perry

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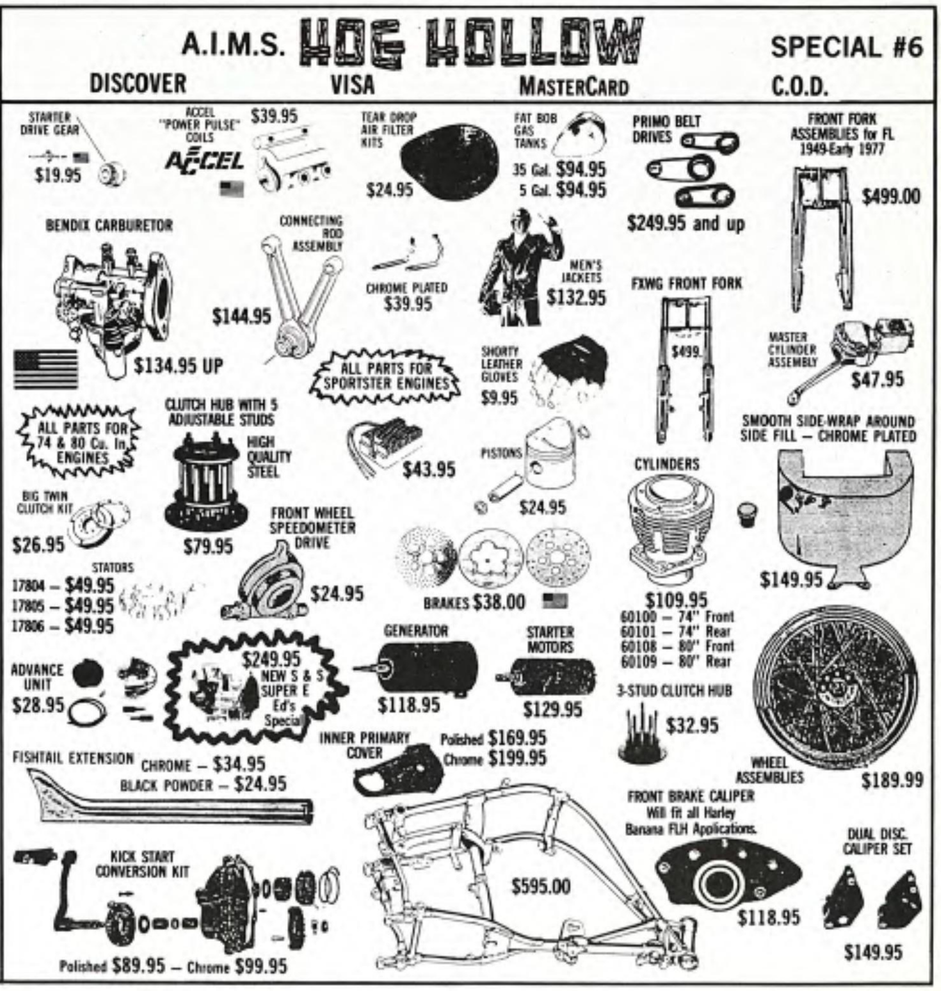

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Bumpy Roads

☐ I have a 1979 FLH, and I live on a bumpy, dirt, potholed road. What can I do to improve my front end? The seals on my forks keep leaking after I replace them, which has to be done every few months because of the road conditions. What else can be done?

Don Robedeau
Winchendon, Mass.

■ Usually a new set of lower leg bushings and a new pair of fork tubes are required when fork seals repeatedly fail. Heavier oil will also reduce bottoming.

Starting Woes

☐ I have a 1968 XLCH. Yep, magneto kickstart only. It runs great. My only problem is starting the thing. I've been a diabetic all my life, and now that I'm nearing 40, I'm starting to have some foot and leg problems. My doctor has advised me against heavy exertion and resistance in my lower extremities—which means I need to avoid kickstarting my bike. Is there a way to mount an electric starter on my bike? I would like to leave the ignition system as is, just mount a battery and a starter motor somehow.

Harry Hudson
Hueytown, Ala.

■ If your bike were a 1968 XLH you would be set. The XLCH has a different frame than an XLH. The double seat post is closer to the engine and does not allow room for XLH batteries. Also, the engine case clutch and clutch gear would need to be changed.

Another option would be to adapt a dragster remote starter drive to the engine and figure out how to carry two car batteries and a starter around. Or, trade it in on a new XL model.

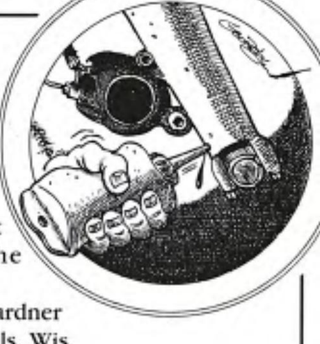
Speedo Drive

☐ I'm currently riding a 1973 FLH. It's stock, except for an early 1980s FX transmission. How do I get the speedometer to work without changing the front wheel to accommodate a speedometer drive or changing the transmission innards to drive the speedometer?

Blackie
Manchester, N.H.

■ The speedometer can be driven off the stock front or rear wheel, with the correct drive gear. For the front, the shoulder will have to be machined back by the width of the drive unit. If you have a hub cap, it will also need to be drilled and dented slightly to accomodate the drive. On the rear wheel, a shortened axle spacer and a custom-made cable will get you going.

Fork Oil Change



I own an '88 FLH. I bought it used and picked up a service manual to help me take care of it. I've changed all the fluids in it, including the fork oil. If you've ever tried to change the fork oil in an '88 FLHTC with air suspension, you know what a hassle it is. I called a Harley dealer, and he told me that changing the fork oil is just about the only reason for taking off the inner fairing, which I found to be a real hassle. I didn't have it torn down all the way when I thought, "There's got to be an easier way to do this." I looked around my garage and found a squirt bottle of lower unit gear oil for an outboard motor. The squirt bottle had a funnel-like tip that you cut off to the size you need.

When changing the lower unit gear oil in an outboard, you fill from the drain plug. That gave me an idea.

I drained the old fork oil, put 10 ounces of new fork oil in the bottle, and squirted it in the drain hole. I tried three times with 10 to 11 ounces of oil, put the screw in, then drained it. Out came about 8 ounces of fork oil. Naturally, you will lose some oil getting the screw back in. That's why I put 10 to 11 ounces of oil in the bottle. After trying about three times I was sure I got 8 ounces in the forks. I thought this was a bit easier then taking off the inner and outer fairings.

But now here's my question: Putting the fork oil in the drain hole of the fork tubes is the same as putting it through the top, right?

—Dale Gardner
Park Falls, Wis.

Editor's note: On the outboard lower unit, you also remove the upper plug to let the air out. You might want to do something like that with the forks—like pump them up and down several times while filling. Also, you ought to clean every last drop of gear oil out of that bottle.

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BIKERS ABROAD: Hey, France, Australia, Italy, Germany, Sweden, England and points around the globe. We want to hear what's happening on your side of the world, and see it through your eyes. If you like to write and snap shots, we'd like to see your stuff. Take us to some of the biker events in your area or just show us bikers doin' crazy stuff. If you want to do some freelance stuff for our rag send it to: *Easyriders* c/o Keith R. Ball, Box 3000, Agoura Hills, CA 91376-3000.

TATTOO DESIGNS: QUALITY WORK, FULL DETAIL, LOW PRICES. Catalog $2. Send SASE for sample page. Fallen Star Graphics, Box 1833, Simi Valley, CA 93062.

BROS & SISTERS: Please help me find "Breeze" aka Donald W. Fach Jr. He's been missing since 9/23/92 from Adairsville, GA. He's 5'6", stocky build, dark hair with some grey on sides, short in front, longer in back, has a moustache, and wears glasses. He's been known to grow a beard. He has tattoos on both arms and shoulders. Left forearm has a tattoo that says "Kathy." He travels around the country working on furniture trucks. If anyone has seen him or knows anything, please contact Kathleen Fach at (706) 773-3869 or 773-7651. Breeze please call home. Thanks, Kat Fach.

DESPERATELY seeking "Tattoo" Tony Rodriguez from Asbury Park, NJ. **PLEASE** call Des, (908) 422-6759.

SCOTT: For 10 years I've searched for you to say "I'm Sorry." Jo.

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Gregg: Happy 40th birthday and remember, Hi Ho and Over The Hill You Go. Doris.

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I would like to thank the staff at *Easyriders* for printing my ad in the "Choppershopper" column. I found the people that I was looking for and also gained a new pen pal. Chris M. you are very special to me. It's hard to find someone to relate to when you're doing time in the Gray Bar Motel. Mark "Doc" Johnson, Smyrna, Del.

FREE–WORLD'S LARGEST SINGLES MAGAZINE. Photos, descriptions. Ladies, men needing mates. *League*, Box 5637-ESR, Reno, NV 89513-5637.

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JOE: Branson, MO. July 27-30, Table Rock State Park. Need to talk. Need phone. Blondie.

LITTLE LOR-LOR: Fed's still giving our friends a bad time. They can't realize you won't jeopardize your life. Have a Merry Christmas and a Happy New Year and a Happy Mid-January 1993. Love Mom and Daddoo.

DEEP DESIRE for you. I'm Lace and my sexy poster is Daytona's Official Collectible. Luscious, blonde. Satisfaction. Any personal message from me; $10. Lace, Box 963, Holly Hill, FL 32125.

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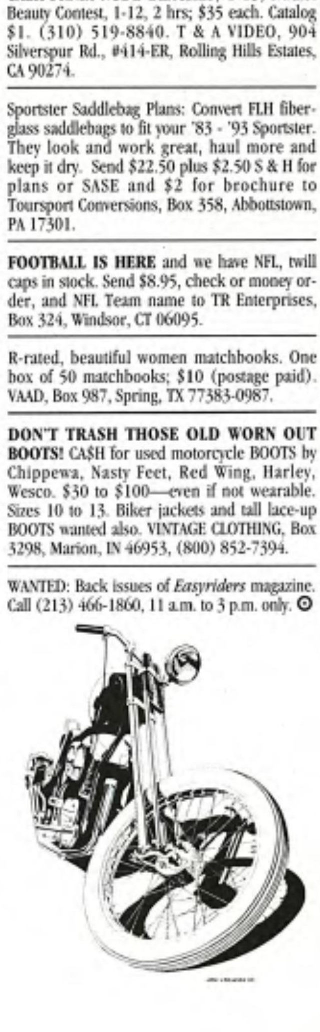
WANTED: Back issues of *Easyriders* magazine. Call (213) 466-1860, 11 a.m. to 3 p.m. only.



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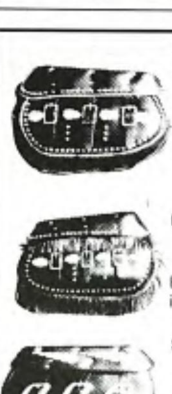

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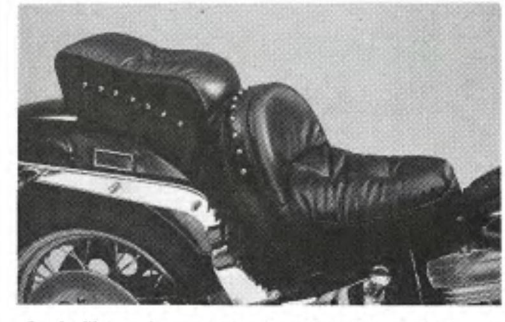

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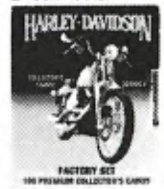

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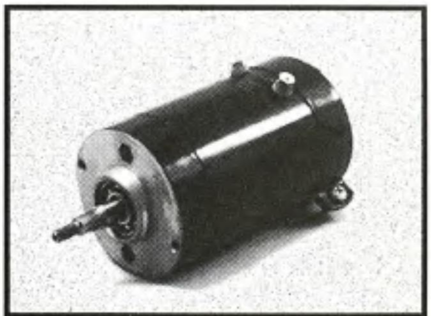

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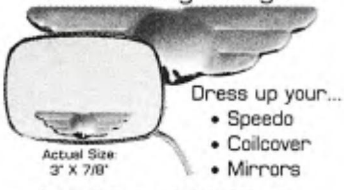

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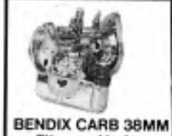

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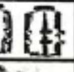

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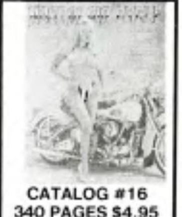

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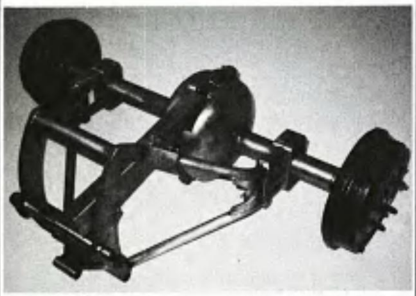

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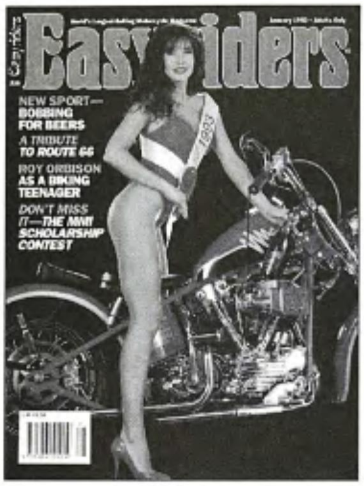

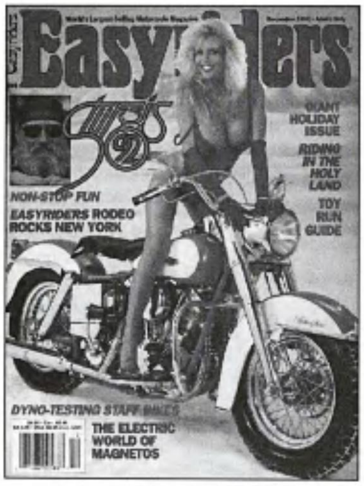

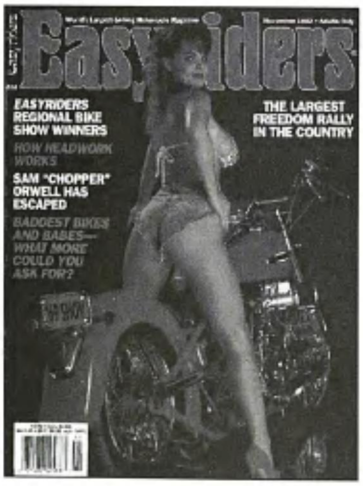

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HANDLEBARS: CUSTOM BENT BARS/Apes/Drags/Cruisers/American Steel—American-made. 20 years experience. Over 30 popular styles at $39 or less. Send $1 cash for brochure. Satisfaction guaranteed. California Designs, 1330 South St., #4, Long Beach, CA 90805.

HEADS: FLO DYNAMICS 1150 Pike Lane, #2, Oceano, CA 93445, (805) 481-6300. Space-Age technology and parts used. Satisfaction guaranteed. Two-week turnaround. Technical info and prices available upon request. Go with the Flo. Crane Cams in stock.

HEADS: Hog Heads, free info and discount price sheet for valve jobs and cylinder boring. Call (209) 533-0290 or (800) 553-8992 (outside CA) or mail request to 20883 Lynn Ln., Sonora, CA 95370.

HEADS: VEE-TWIN CYCLE, 713 Diamond Lake Rd., Mundelein, IL 60060, (708) 566-4626. Port, flow heads, hardened seats, flow-bench testing. State of the art tooling, material. Let our drag racing experience work for you. Call for price list.

ITALIAN HARLEY PARTS: Charleston Cystom Cycle, 211 Washington, Charleston, IL 61920 (217) 345-2577. Half-million parts in stock.

ITALIAN HARLEY PARTS: Sprint Parts Catalog, 1961-1974; $3 (postage paid). Also parts for two-strokes. Moto Italia, 13960 Highway 9, Boulder Creek, CA 95006.

OIL PRESSURE INCREASED: E.R.T. Products, Inc., Box 31, Delphi, IN 46923. Oil pressure increased on all H-D Big Twins using the aluminum bodied oil pump. "SUPERPUMP—KIT" & the "PRO-JUST". (800) 245-5067, FAX: (317) 564-2296.

RESTORATION: Harley-Linkert Carbs, complete rebuild with brass floats. Leather solo and buddy seats redone as original. Fat bob speedos, '36-'61, cosmetic & mechanical rebuilds. Throttle Masters, 3921 S. Archer, Chicago, IL 60632, (312) 247-6114.

SALVAGE: Throttle Masters, H-D motorcycle & servi-car salvage. Used, rebuilt, new, old stock parts from dismantled bikes & former dealer inventories. 3921 S. Archer, Chicago, IL 60632, (312) 247-6114.

SISSYBAR PADS: Pillow or smooth look. Stainless steel bracket mount or slip over. 7"; $19, 10"; $22. plus $3.95 S&H. Shipped UPS/COD or send check or M.O. to Starch Cycle Products, 527 Cape Coral Pkwy. West, Cape Coral, FL 33914, (800) 398-8124. MADE IN USA.

STAINLESS PIPES: 2" Drag Pipes feature a soft radius for less restriction & no blueing. Lifetime guarantee on workmanship & materials. Call or write for brochure. BAD CO., Box 1784, Friday Harbor, WA 98250, (206) 378-3232, FAX (206) 378-3388.

VALVES: Classic Enterprises, "The Head Masters," unleaded-fuel valve seats. RR 1, Churchill, Ontario, CANADA, L0L 1K0, (705) 456-6622, FAX, (705) 456-0360, USA; Kaycee, Rt 22B, Buffalo, WY 82834.

WHEELS: Custom Wheels, specializes in lacing & truing. Save $$ on spiral, diamond and stainless spokes. Complete wheel assemblies, chrome service. UPS shipping. Latest catalog; $1. 975 West St., Attleboro, MA 02703, Phone/FAX: (508) 222-4981. Dealer Inq. Welcome.

WHEELS: Chrome aluminum Harley-Davidson original equipment wheels; Fat Boy style and spoke type. Chrome plate or exchange your wheels. (209) 464-7771, (800) 395-WHEEL. Stockton Wheel, since 1883.

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H-D PRODUCTS: OLD PAN M/C "Remember when SEX was safe . . ." & others. w/custom back, blk. Oneida, M-XXL; $14 (tax, S&H incl.) U.S. funds, MC/VISA, foreign + $3. 40-pg. cat.; $3 (foreign $5). LIFESTYLE ACCESS., Box 792, Bodega Bay, CA 94923, ph/fax: (707) 875-2579.

LEATHERS: Sleepy Hollow Saddlebags, Inc. Free info and price list. 105 S. 2nd St., Chesterton, IN 46304, (219) 926-1071, (800)338-8625.

LEATHERS: GLIDE WITH PRIDE LEATHERS: Top quality American-made leather clothing & accessories at discount prices. Jackets, vests, saddlebags & much more. $2 gets catalog—deducted from 1st order, Box 875, Jenison, MI 49429-0875.

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PARTS & ACCESSORIES: Free 175-page catalog, Harley parts & accessories. Call (216) 364-6519 or write to H & M Cycle Sales, Inc., Box 128, Dover, OH 44622. Unable to deliver to prisoners. Retail Only.

NOVELTY ITEMS: RATFUK PRODUCTS SPRING CATALOG. T-shirts, nasty lingerie, inflatable sheep & pig love dolls, turd coilers, farting compounds. Send $5.95 to RATFUK PRODUCTS, Dept. ER, 6341 Industry Way, #B, Westminster, CA 92683.

MUSIC: "Biker Party King," "Pussy Licking Tommy," "Sally's Hairy Pussy," and 14 more nasty songs on two cassettes. Send $14.95 to Mack Banks, Box 17, West Point, MS 39773.

MUSIC: Angels, Gypsies & Me: Newest release by Jim Brady. "The music understood by the H-D enthusiast". Tape & T-shirt; $18.95 ($10.95 ea.) plus $2 S&H. Tapa Enterprises, Box 1685, Reseda, CA 91337 (818) 341-6025.

MUSIC: EASY JAKE—New 10 song cassette featuring "Bikers Xmas" & "Outlaw." 1st cassette SHOWIN' CLASS also available. Send $8.95 ea. or $14.95 both. Jennelle Music, Box 2029, Anna Maria, FL 34216.

T-SHIRTS: Barnett Harley-Davidson/from $11.95 ea. ($9.95 ea. additional). Five colors, all designs in stock, shipped UPS/COD same day. 9501 Montana, El Paso, TX 77925, (915) 592-5804 or (800) 736-8173.

T-SHIRTS: Brooklyn H-D Sale Corp., Various front designs with our back logo, $17 ea. + $2 S&H (U.S. funds only). 2487 Coney Island Ave., Brooklyn, NY 11223, (718) 998-6666.

T-SHIRTS: Hacienda Harley-Davidson, $11.95/first shirt, $9.95/second. Heavy black, 100% cotton, 5-olor design. Shipped UPS/COD, XXX available. 918 Thatcher Blvd., Safford, AZ 85546, (602) 428-4700 or (800) BIKE-4-U-2.

T-SHIRTS: Harley-Davidson of Hempstead, Inc., $15 ea., includes S&H. U.S. funds only. State size. 4 Laurel Ave., Hempstead, NY 11550, (516) 481-7100.

T-SHIRT: Harley-Davidson of New York, Inc., 32-86 47th Street, New York, NY 11103, (718) 278-1515. Large selection of styles & sizes—$10 and up.

T-SHIRT: Stubbs Cycles Harley-Davidson, S-XL, $14, XX-XXXXL, $17. 4436 Telephone Rd., Houston, TX 77087, (713) 644-7535. No checks accepted.

T-SHIRT: Miller's Custom Parts, S-XL, $14.95; XXL-XXXXL, $17.95; XXXXXL, $22.95. Prices include shipping. 1863 S. Ridgewood Ave., So. Daytona, FL 32119, (904) 761-0858.

T-SHIRT: DOGMEAT'S, "Flathead, Knucklehead, Panhead, Shovelhead, Blockhead, Gimme Head" on front, orig. logo on back, 100% heavy blk, cotton; $10.95 incl. S&H. Dogmeat's, 4713 California Ave. SW, Seattle, WA 98116, (206) 935-4710.

T-SHIRT: PRISONERS OF WAR FREEDOM FOUNDATION: Black, P.O.W., T-Shirts; $12, short sleeve only, M-XXL. RFTW and "Jane Fonda, American Traitor—BITCH" patch; $5 ea. Box 65 MCRD, San Diego, CA 92140.

T-SHIRT: *Easyriders* Store, Daytona, 605 Main St., Daytona Beach, FL 32118, (904) 238-1645. Open year round. Full line of *Easyriders* products in stock. Stop by and check it out.

T-SHIRT: *Easyriders* Store, Hollywood, 7450 Melrose, Los Angeles, CA 90064, (213) 658-8817. Open year-round. Full line of *Easyriders* products in stock. Stop by and check it out.

T-SHIRT: *Easyriders* Store, Scottsdale, 3748 No. Scottsdale Rd., Scottsdale, AZ 85253, (602) 947-4423. Open year-round. Full line of *Easyriders* products in stock. Stop by and check it out.

T-SHIRT: Lombardi's Harley-Davidson; $15 each, includes S&H, 440-442 Bay St., Staten Island, NY 10304, (718) 447-4009. U.S. funds only.

T-SHIRT: Earl Small's Harley-Davidson, multi-colored back, 50/50 or 100% cotton, M-XL; $15 includes S&H, XXL; $17, 3x, 4x, 5x, available. UPS daily. Send M.O. or Visa/MC and save the $4 COD fee. 465 Pat Mell Rd., Smyrna, GA 30081, (800) CYCLE-69.

T-SHIRT: American Motorcycle Supply, Belgium's exclusive Harley-Davidson dealer. Black, 100% cotton T's, M-XL; $16 includes S&H. Add $4 for COD. XXL-XXXXXL available. Oostjachpark 6, 2700 Sint Niklass, BELGIUM, (800) 292-5369.

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T-SHIRT: Blocker Harley-Davidson, Rt. 248, Box 204, Perryville, PA 18244-0204, (215) 377-0440, from Kids to XXXL; $15, includes S&H. U.S. funds only. Large selection with multi colors.

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MISCELLANEOUS

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DEALERS WANTED: Fine Line Products, Inc., 2461 W. Center St., Milwaukee, WI 53206, Dept. P. 112 page, color catalog, H-D accessories/Genuine Bikerware. Call/write (414) 263-3000, FAX: (414) 263-2001. WHOLESALE ONLY!

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USED HARLEYS WANTED: Barnett Harley-Davidson, 9501 Montana, El Paso, TX 79925, (800) 736-8173 or FAX: (915) 591-8889. Cash for used H-D's. We pick up nationwide, crate & ship overseas. We trade for anything.

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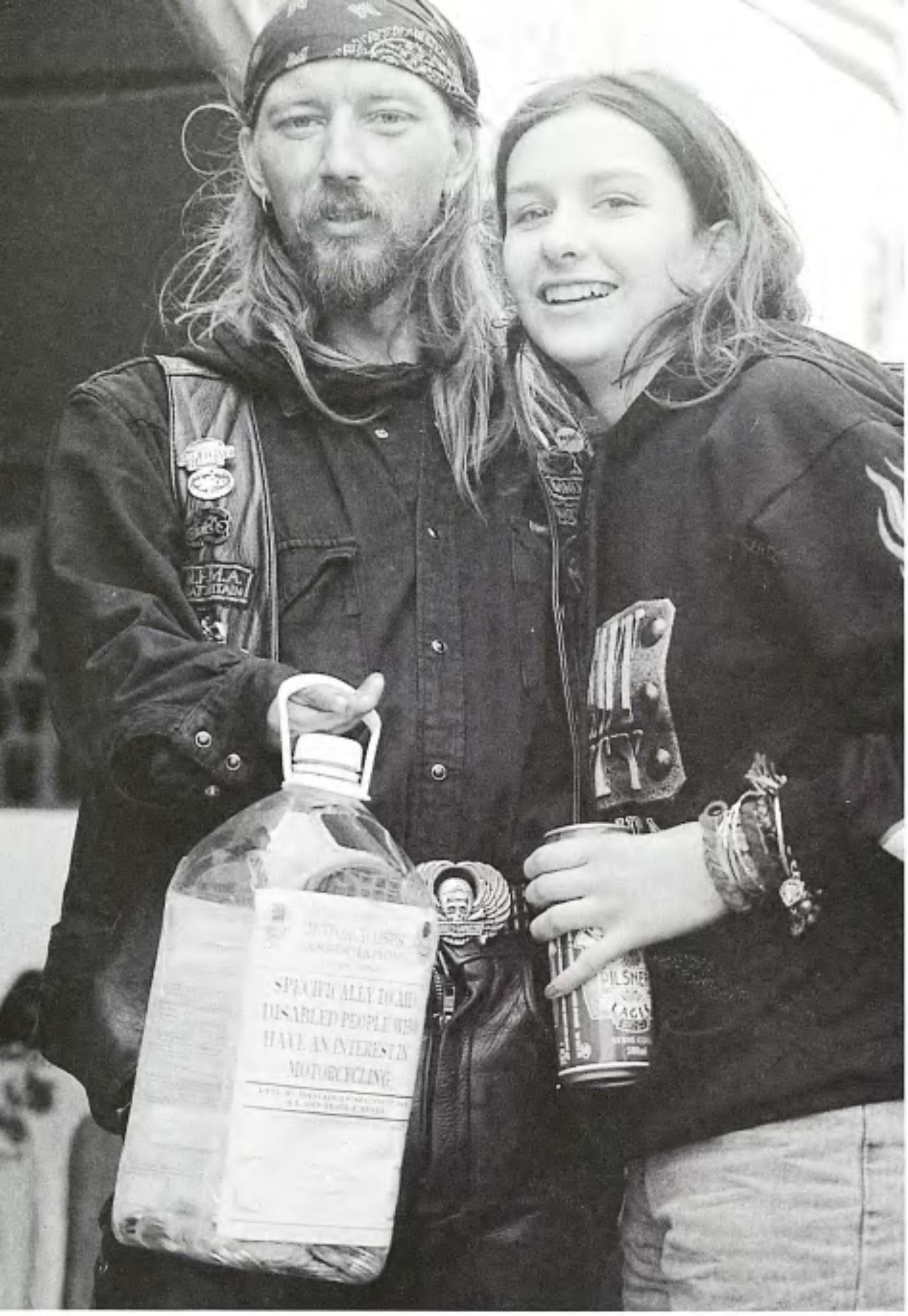
KENT CUSTOM BIKE SHOW

The Best In Europe



Regardless of what corner of the globe we happen to hang our hats, we, as bikers, value our freedom, the feel of the wind in our faces, and our own particular brand of uniqueness. You can see it in how we live our lives, and you can see it in how we customize our bikes to reflect our own individual style.

It's a tradition that goes back at least as far as the invention of the wrench. But it's certainly not a tradition limited to the United States.

If you haven't traveled out of the country recently you may not be aware that our European, Australian, and New Zealand bros have been carrying on this tradition for quite a while, too.

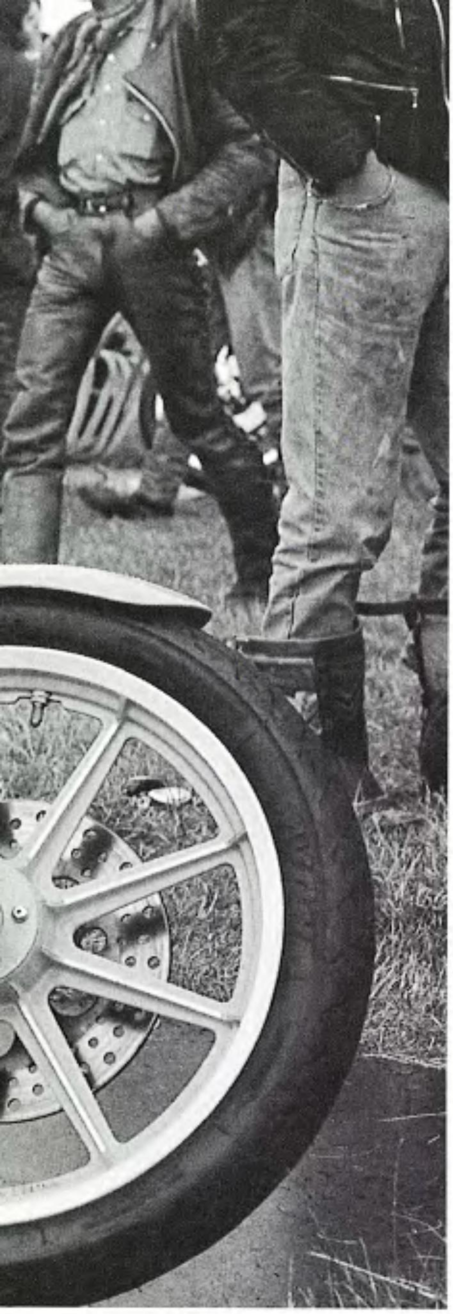
The Kent Custom Bike Show is advertised as the longest established custom bike show in England.

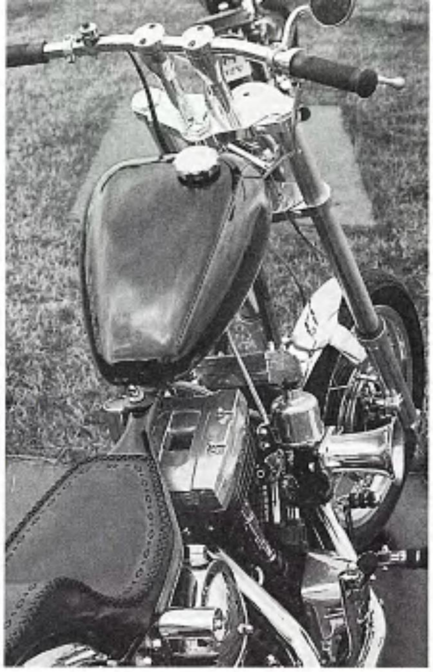
Held every year during the second weekend in July, people come from all over Europe, the U.S., and from as far away as Australia to check out the custom creations.

The Kent Show started 14 years ago when a group of British bike builders became fed up with the system. Back then, there weren't any shows devoted strictly to motorcycles. If you wanted to show your ride, you had to enter it in a custom car show, where your two-wheeled masterpiece usually got shoved into some out-of-the-way corner.

In 1978, the Kent chapter of the →

Davidson





Hells Angels decided to change all that. They wanted a show devoted exclusively to custom motorcycles. They also wanted it to be more than just a bike show. They wanted to incorporate other events and provide a place to camp for the entire weekend.

That first summer, a thousand motorcycle enthusiasts showed up. At the most recent Kent Bike Show, between 20,000 and 30,000 people were in attendance.

To ensure adequate space for everyone, the Hells Angels bought a 100-acre site to host the show. Called Angel Park, the area is on the outskirts of Dymchurch, a tiny, picturesque village located on the coast in the southeast part of England.

Because Dymchurch is so tiny (only about 3,000 inhabitants), local boarding houses are usually booked a year or more in advance for the event. Therefore, most folks bring their tents and camp.

The good news is that the weather is traditionally sunny and dry. This year, however, Ma Nature let loose a windy, bone-chilling downpour on Saturday just to be difficult.

The main focus of the Kent Bike Show, of course, are the many creative custom bikes on display. Just about any type of scoot, from any part of the world that a brother can take a wrench to, can be seen.

Harley-Davidsons are the dominant trend setters, valued not only for their creative potential, but also→

because of the wide availability of parts. European bike builders learned the hard way that every day you have to wait for a part is another day you're not in the wind.

Like any good biker event, there is more to do at the Kent Bike Show than stand around and drool over the rollin' road art. Since so many families attend, there is a fun fair with plenty of rides and games to keep the rug rats occupied. At least 50 vendors peddle their wares on site, selling everything from parts, to accessories, to fish and chips, to souvenirs, to surplus army gear. The more sophisticated scooter tramps can check out the great sport of mud wrestling, and the artistically inclined can get a little ink under their skin at the various tattoo stands.

Another attraction is the Wall of Death, a venerable old tradition at English fairs.

Of course, you can't forget the great bands that crank out the tunes from early in the afternoon until well into the night. In '92, top acts such as Los Lobos, The Brothers Grimm, Gary Glitter, and a number of other groups appeared before appreciative audiences.

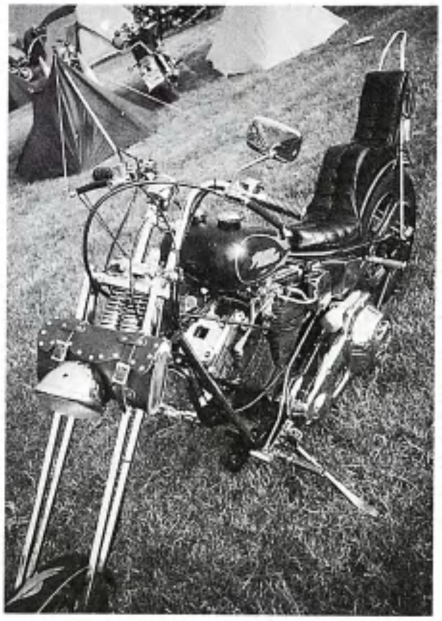
Without a doubt, the 14th Annual Kent Custom Bike Show continued its time-honored tradition of excellence. The world of custom bike building is ever expanding.

—British Connection

1992 Kent Custom Bike Show Results

HEAVY-DUTY CUP (Best H-D On Site):	Gerhard Fischer, Germany, H-D shovelhead
BEST CHOP:	Jack Wouilters, Holland, H-D Lowtail
2ND BEST CHOP:	Richard Tree, South Wales, H-D
BEST STOCK CUSTOM:	Dennis Lechmore, London, H-D panhead
2ND BEST STOCK CUSTOM:	Brian Price, Port Talbot, Triumph T140E
BEST HELLS ANGELS BIKE:	Kong, H-D
BEST BRIGHTWORK	Brian Price, Port Talbot, Triumph T140E
2ND BEST OF SHOW:	Brian Price, Port Talbot, Triumph T140E
2ND BEST TRIKE:	Ian Lewis, Burton-on-Trent, "Rolling Thunder"
2ND BEST LOW RIDER:	Big Jack, France, H-D
2ND BEST ENGINEERING:	Ian Perkins, Aylesbury, H-D Low Rider
2ND BEST ENGRAVING:	Rolf Fehter, Germany, H-D shovelhead
2ND BEST CAFE RACER:	John Heweitt, Kent, Triton

Photos: Ian Mutch, Stu Garland, Nelson Bloodrocket, Andy Furnevel



"Trust me,
I promise to be gentle."

Photo illustration by John Jordan

Sometimes even a great ride has to find a ride of its own.

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FRENCH FLYER

This Bike Transcends All Boundaries

When you think about it, language is the only thing that's different about an American bro and a Harley rider from across the sea. It takes a lot more than an ocean to separate people who share the same passion, and when that passion is Harleys, it transcends all borders.

Take Pascal "Boulbi" Chatelin, of Saint-Cloud, France, for example. Since he first saw the movie, *Easy Rider*, Boulbi has lived and breathed Harleys. All of his bikes, from the 45-cubic-inch WLC he bought in '74, to the '50 Hydra Glide, to the '78 Low Rider, to the '84 Softail, and, finally, to the wild street racer you see on these pages, all of his bikes have been torn down and then transformed to satisfy his insatiable need to create his dream machine.

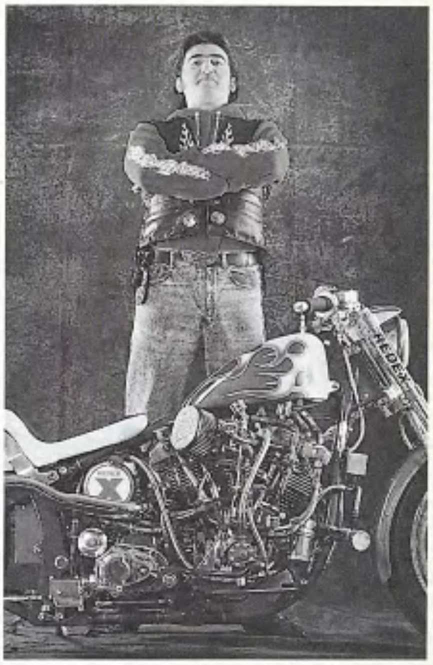
It took Boulbi three years and 2,000-plus hours of work to build this bike he affectionately calls, "Double Dickhead." The engine—a 120-cubic-inch, fuel-injected beast—is stuffed with performance parts, but the bike was not built for the drag strip. Due to the talents of the late John Harman, this scoot's engine packs a

SHOVELHEAD
120
CUBIC INCH
REDEX
L'Effet Moteur

punch, but is still street legal.

With its pure geometric lines and webs of braided lines (with the exception of the stand, all the parts are machined in aluminium), Double Dickhead was a roaring success at the very first Custom Harley Show in France. Not only did it run away with the Best of the Show award, but it also gave Boulbi the opportunity to compete in Big Daddy Rat's Show during the 50th Bike Week in Daytona—all expenses paid by Harley-Davidson of Europe. There too, the bike was greatly admired, and it qualified in the Street Racer Class.

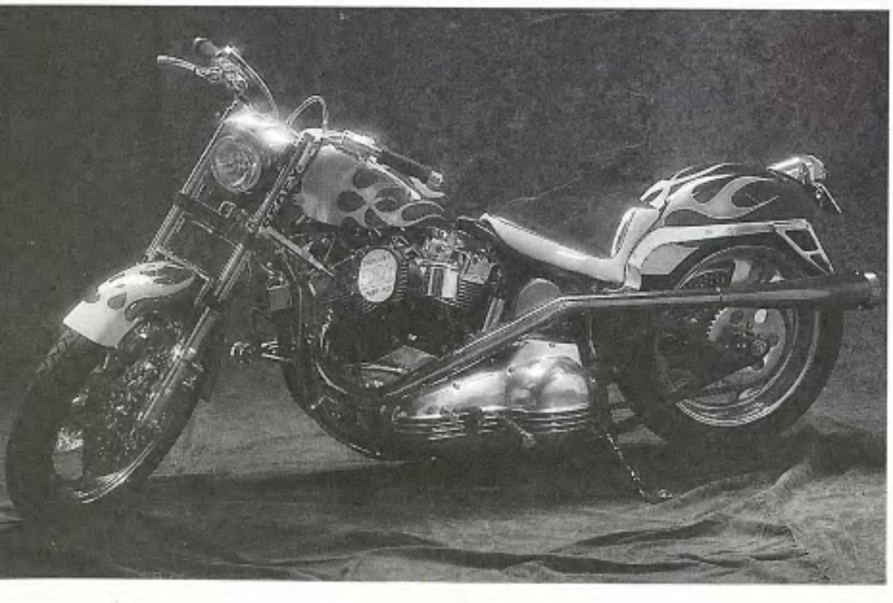
After a few more shows in Europe, his bike made the 1991 "Salon de la



Moto" in Paris, thanks to new sponsor, Sté Redex. This forward-thinking oil manufacturer was the first company in France to realize the value of a custom Harley as the perfect vehicle to promote its product.

But don't get the wrong idea. Boulbi isn't your typical all-show and no-go man. What really gets this guy off is wrenching, customizing, and inventing. He came up with a new series of high-tech aluminium parts—hub, adjustable raked fork, kickstart kits—and all kinds of components in carbon fibers.

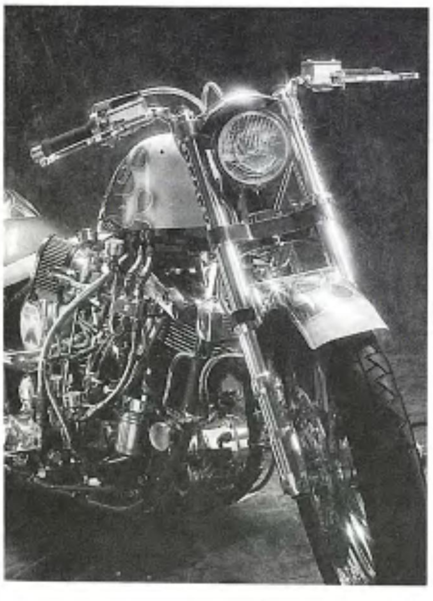
That's not all folks. This tireless and talented man is about to open the most incredible bike shop in Saint-Cloud. Its revolutionary con-



cept promises to bring anyone dreaming about custom bikes into a two-wheeled wonderland. In addition to getting technical expertise to help them materialize their ideas, customers will be able to wander through a showroom displaying the latest models; marvel at special parts made of carbon, Kevlar, poly, aluminium, titanium, and magnesium; or simply relax at the bar, listening to good music and watching wild videos. Now that's different.

It might be a good idea to hop a flight overseas and check out what our European bros are up to. New ideas can and should be shared. After all, we're all brothers, *n'est-ce pas*?

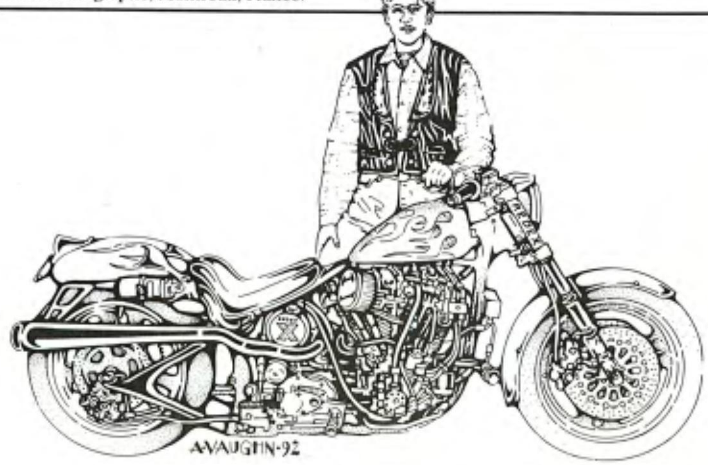
—Grumpy



Owner(s): Pascal Chatelin	**City:** Saint-Cloud, France	
General	**Frame**	
Fabrication: Pascal Chatelin	Year: 1984	
Year and make: 1990 H-D	Builder: H-D/owner	
Model: Street Racer	Type: FXST	
Value: $60,000	Rake: 1-degree under	
Assembly by: owner	Stretch: 4.92-inch rear	
Time: three years	Other alterations: new engine bracket	
Chroming: Polissage Moderne, France	**Accessories**	
Engine	Bars: V Max 1200, 7/8-inch	
Year: 1990	Risers: aluminum/owner	
Model: shovelhead	Fender(s): fiberglass/DC Company	
Rebuilder: John Harman/owner	Headlight: aluminum, Bates/owner	
Ignition: owner, 4 plugs	Taillight: CCI/Lucas, England	
Displacement: 120 cubic inches	Speedo: electronic tachometer	
Lower end: S&S, Carillo/John Harman	Front pegs: JayBrake/owner	
Balancing: John Harman	Rear pegs: none	
Pistons: A&E (Chevy 454 big block)	Electrics: simplified/owner	
Cases: 356 T6/John Harman	Gas tank: CCI/owner	
Heads: 356 T6, bench flowed/John Harman	Oil tank: aluminum, CCI/owner	
Cam: Andrews (585 lift)	Oil system: modified	
Lifters: H-D/Rivera	Primary cover: 356 T6, C Company	
Carb(s): 2 injectors Hilburn S24 (2-7/8 inches)	Seat: owner	
Air cleaner: K&N/owner	Sissybar: no, no, no!	
Pipes: 2 inches/owner	Height: n/a	
Muffler(s): SuperTrapp/owner (law abiding)	Material: n/a	
Transmission	**Forks**	
Modifications: Sputhe 5-speed	Type: Ceriani Grand Prix	
Year: 1990	Extension: 2 inches under	
Shifting: Bandit Machine Works, hydraulic	Builder: Ceriani	
Engine sprocket: 23-tooth	Special Features: aluminum trees	
Trans sprocket: 24-tooth	**Wheels**	
Wheel sprocket: 48-tooth	**Front**	**Rear**
Painting	Size: 19-inch	Size: 18-inch
Molding: S.C.S., Nice, France	Hub: Perf. Mach.	Hub: Perf. Mach.
Painter: Rubin Sand Design, Aubervilliers, France	Rim width: 2.5-inch	Rim width: 4-inch
Color: candy blue, yellow/orange/red flames	Tire: Michelin	Tire: Metzeler
Type: Design Color	Brake: Perf. Mach.	Brake: Perf. Mach.
Special paint: exhaust treated 800° C		

Other special modifications: Thanks to: John Harman, Russ Peterson, Pascal Gailleton, Emery Worldwide, Mr. Lucas, Mr. Levy and Patrick, Rubin Sand Design, Sté Redex, and Giulia (Agence Metropolitan, Paris).

Photos: Kim Photographe, Montreuil, France.



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The **March** Daytona Special is up next, and we have all the info you need to make your Bike Week experience unforgettable. From concerts at the campgrounds, to women wrestling in coleslaw, we have all the hot tips on the hot spots around town. This issue also includes an Indiana ABATE bash, a tear-jerkin' tale about two brothers, separated at birth, who meet in Sturgis, and a special feature on three of the world's most outrageous bikes. Add a painting tech, the most gorgeous girls in the galaxy, and all the other standards, and you've got another not-to-be-missed issue of the world's best biker mag. ***On sale January 26***

IN THE WIND ▶

The **March** issue of *In The Wind* promises to keep you entertained during those tough sleddin' winter months. The riding shots will give you the urge to wrench on your ride and Rockin' Robin will give you the urge to ride on your wrench. We'll also take you on an exotic Far East Travelin' Trails to China, show you some tantalizing tank art, and bring you Toy Run shots from around the land.
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TATTOO ▶

Tattoo Rendezvous '92 headlines the **March** '93 issue, and our entire crew will be there to bring you all the color from Kansas City. We'll also be dropping in on Ken Cameron at his shop in Citrus Heights, California, take in the festivities at a tattoo show in Dallas, Texas, and, as usual, we will feature top skin art from around the world. Don't miss it.
On sale January 12

BIKER ▲

The **March** issue of *Biker* will raise eyebrows (among other things) as it exposes all the raunch and rides you've come to expect from the magazine for dissenting adults. In addition to five outrageous bike features and six wild events, we'll take you to a prison bike show in Lompoc, Calif., show you more tits and ass than your eyeballs can focus on, give you valuable advice from Mutha, and much more.
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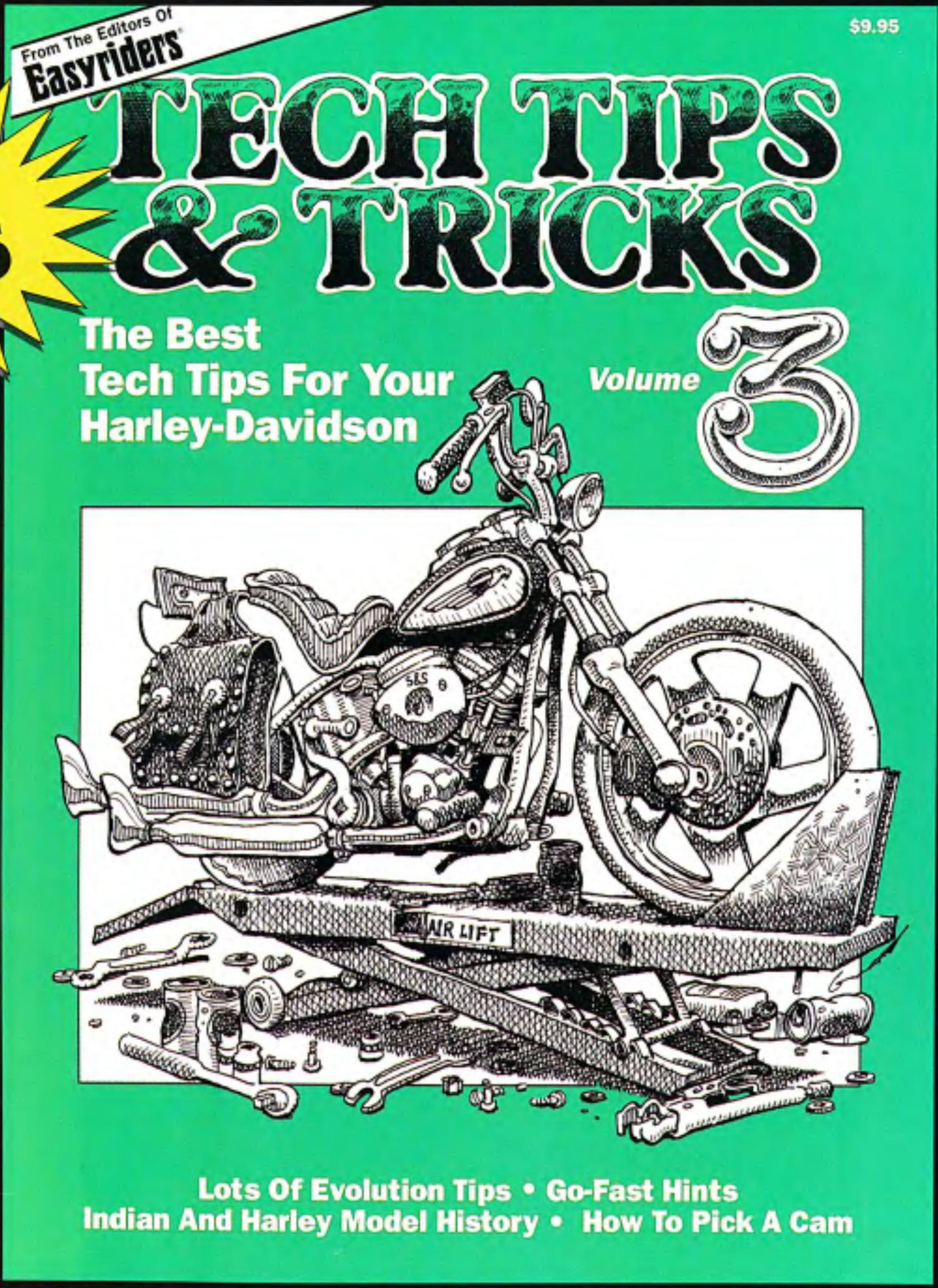

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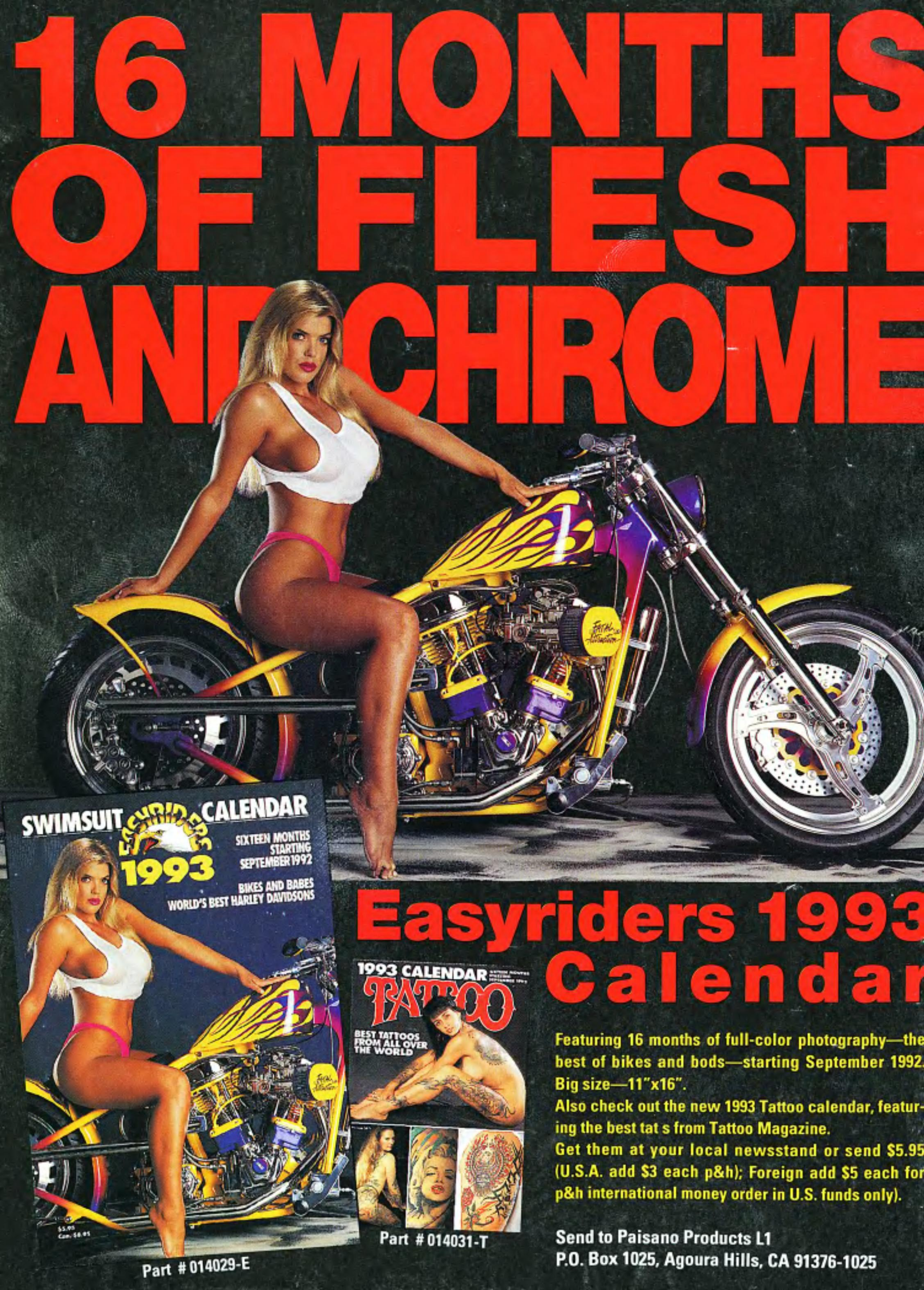
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